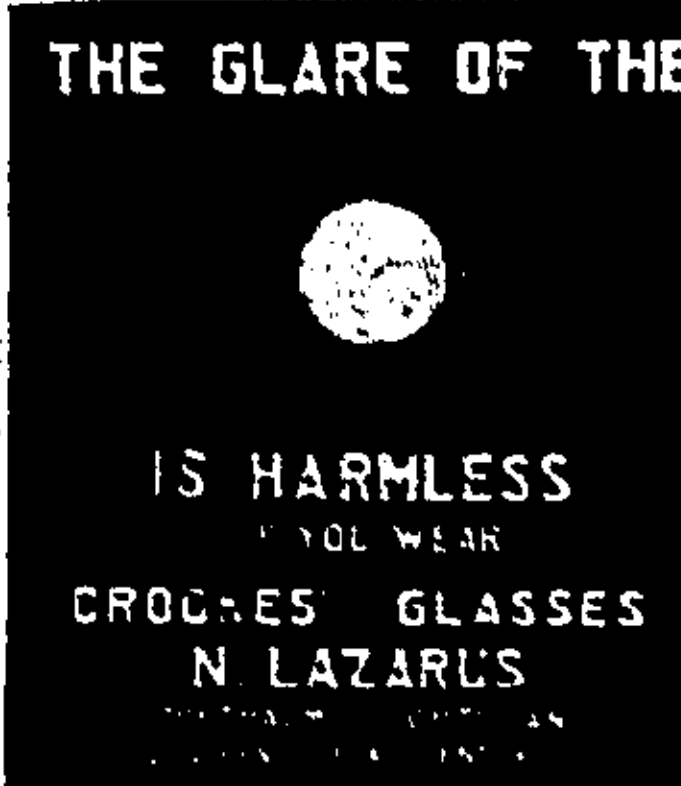




# Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.



No. 19,040

號十四零千九萬一第

日八初月五年未己

HONGKONG, THURSDAY, JUNE 5TH, 1919.

西曆

號五月六年八國民華中

PRICE: \$3 PER MONTH.

## INTIMATIONS

**GREEN ISLAND CEMENT COMPANY**  
**PORTLAND CEMENT.**  
In Casks 75 lbs. net.  
In Bags 80 lbs. net.  
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**S. ALLSOPP & SONS, LTD.,**

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15, QUEEN'S ROAD CENTRAL.

[18]

**CARTRIDGES! CARTRIDGES!**  
**CARTRIDGES!**

**NEWLY ARRIVED.**

**SPORTING CARTRIDGES,**  
12, 16 and 20 bore. Loaded  
with E. O. Powder, a powder  
which gives universal satisfaction.

**THE HONGKONG SPORTING ARMS**  
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Nos. 5-6, Beaconsfield Arcade.

[17]

**A LING & CO.**

19, QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS**  
**STORE.**

Photographic Goods of Every Description  
in Stock.

Developing, Printing and Enlarging.  
Canton Marbles in Various Shades.

(Telephone 1219.)

[78]

**PEAK TRAMWAY COMPANY**  
**LIMITED.**

**TIME-TABLE**

Week Days.		Sundays.	
7.00 a.m.	to 10.30 a.m. Every 15 minutes	7.30 a.m.	to 10.30 a.m. Every 15 minutes
10.30 a.m.	to 11.00 a.m. " 10 "	10.30 a.m.	to 11.00 a.m. " 10 "
11.30 a.m.	to 12.45 p.m. " 15 "	11.30 a.m.	to 12.45 p.m. " 15 "
12.45 p.m.	to 1.15 p.m. " 10 "	12.45 p.m.	to 1.15 p.m. " 10 "
1.15 p.m.	to 1.45 p.m. " 15 "	1.15 p.m.	to 1.45 p.m. " 15 "
1.45 p.m.	to 2.15 p.m. " 10 "	1.45 p.m.	to 2.15 p.m. " 10 "
2.15 p.m.	to 2.45 p.m. " 15 "	2.15 p.m.	to 2.45 p.m. " 15 "
2.45 p.m.	to 3.00 p.m. " 10 "	2.45 p.m.	to 3.00 p.m. " 10 "

**NIGHT CARS.**

6.50 p.m. to 9.00 p.m. Every 20 minutes.  
9.30 p.m. to 11.30 p.m. Every 20 minutes.  
11.45 p.m.

**SATURDAY.**

Extra Car—12.00 Midnight.

**SUNDAYS.**

7.30 a.m.	to 10.30 a.m. Every 15 minutes
10.30 a.m.	to 11.00 a.m. " 10 "
11.30 a.m.	to 12.00 noon " 15 "
12.00 noon	to 1.00 p.m. " 10 "
1.00 p.m.	to 2.30 p.m. " 15 "
2.30 p.m.	to 3.00 p.m. " 10 "
3.00 p.m.	to 3.30 p.m. " 15 "
3.30 p.m.	to 4.00 p.m. " 10 "

**NIGHT CARS.**

As on Week Days.

**SPECIAL CARS** by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vaux Road Central.  
Season and punch tickets available for all  
cars not already full running at the time  
issued in the Company's time-table, but not  
issued in the Company's Office. No Season  
tickets will be issued until payment therefor  
has been made in Bank Notes or by Cheque  
or Comproducers Order representing Bank  
Notes.

**JOHN D. HUMPHREYS & SONS,**  
General Managers.

## KOWLOON-CANTON RAILWAY.

**TIME-TABLE.**

On and after THURSDAY, NOVEMBER 7TH, 1915, until further Notice.

**DOWN TRAINS.**

Station	No. 1 Express p.m.	No. 2 Express p.m.	No. 3 Express p.m.	No. 4 Express p.m.	No. 5 Express p.m.	No. 6 Express p.m.	No. 7 Express p.m.	No. 8 Express p.m.	No. 9 Express p.m.	No. 10 Express p.m.	No. 11 Express p.m.	No. 12 Express p.m.	No. 13 Express p.m.	No. 14 Express p.m.	No. 15 Express p.m.	No. 16 Express p.m.	No. 17 Express p.m.	No. 18 Express p.m.	No. 19 Express p.m.	No. 20 Express p.m.	No. 21 Express p.m.	No. 22 Express p.m.	No. 23 Express p.m.	No. 24 Express p.m.	No. 25 Express p.m.	No. 26 Express p.m.	No. 27 Express p.m.	No. 28 Express p.m.	No. 29 Express p.m.	No. 30 Express p.m.	No. 31 Express p.m.	No. 32 Express p.m.	No. 33 Express p.m.	No. 34 Express p.m.	No. 35 Express p.m.	No. 36 Express p.m.	No. 37 Express p.m.	No. 38 Express p.m.	No. 39 Express p.m.	No. 40 Express p.m.	No. 41 Express p.m.	No. 42 Express p.m.	No. 43 Express p.m.	No. 44 Express p.m.	No. 45 Express p.m.	No. 46 Express p.m.	No. 47 Express p.m.	No. 48 Express p.m.	No. 49 Express p.m.	No. 50 Express p.m.	No. 51 Express p.m.	No. 52 Express p.m.	No. 53 Express p.m.	No. 54 Express p.m.	No. 55 Express p.m.	No. 56 Express p.m.	No. 57 Express p.m.	No. 58 Express p.m.	No. 59 Express p.m.	No. 60 Express p.m.	No. 61 Express p.m.	No. 62 Express p.m.	No. 63 Express p.m.	No. 64 Express p.m.	No. 65 Express p.m.	No. 66 Express p.m.	No. 67 Express p.m.	No. 68 Express p.m.	No. 69 Express p.m.	No. 70 Express p.m.	No. 71 Express p.m.	No. 72 Express p.m.	No. 73 Express p.m.	No. 74 Express p.m.	No. 75 Express p.m.	No. 76 Express p.m.	No. 77 Express p.m.	No. 78 Express p.m.	No. 79 Express p.m.	No. 80 Express p.m.	No. 81 Express p.m.	No. 82 Express p.m.	No. 83 Express p.m.	No. 84 Express p.m.	No. 85 Express p.m.	No. 86 Express p.m.	No. 87 Express p.m.	No. 88 Express p.m.	No. 89 Express p.m.	No. 90 Express p.m.	No. 91 Express p.m.	No. 92 Express p.m.	No. 93 Express p.m.	No. 94 Express p.m.	No. 95 Express p.m.	No. 96 Express p.m.	No. 97 Express p.m.	No. 98 Express p.m.	No. 99 Express p.m.	No. 100 Express p.m.
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**UP TRAINS.**

Station	No. 1 Express a.m.	No. 2 Express a.m.	No. 3 Express a.m.	No. 4 Express a.m.	No. 5 Express a.m.	No. 6 Express a.m.	No. 7 Express a.m.	No. 8 Express a.m.	No. 9 Express a.m.	No. 10 Express a.m.	No. 11 Express a.m.	No. 12 Express a.m.	No. 13 Express a.m.	No. 14 Express a.m.	No. 15 Express a.m.	No. 16 Express a.m.	No. 17 Express a.m.	No. 18 Express a.m.	No. 19 Express a.m.	No. 20 Express a.m.	No. 21 Express a.m.	No. 22 Express a.m.	No. 23 Express a.m.	No. 24 Express a.m.	No. 25 Express a.m.	No. 26 Express a.m.	No. 27 Express a.m.	No. 28 Express a.m.	No. 29 Express a.m.	No. 30 Express a.m.	No. 31 Express a.m.	No. 32 Express a.m.	No. 33 Express a.m.	No. 34 Express a.m.	No. 35 Express a.m.	No. 36 Express a.m.	No. 37 Express a.m.	No. 38 Express a.m.	No. 39 Express a.m.	No. 40 Express a.m.	No. 41 Express a.m.	No. 42 Express a.m.	No. 43 Express a.m.	No. 44 Express a.m.	No. 45 Express a.m.	No. 46 Express a.m.	No. 47 Express a.m.	No. 48 Express a.m.	No. 49 Express a.m.	No. 50 Express a.m.	No. 51 Express a.m.	No. 52 Express a.m.	No. 53 Express a.m.	No. 54 Express a.m.	No. 55 Express a.m.	No. 56 Express a.m.	No. 57 Express a.m.	No. 58 Express a.m.	No. 59 Express a.m.	No. 60 Express a.m.	No. 61 Express a.m.	No. 62 Express a.m.	No. 63 Express a.m.	No. 64 Express a.m.	No. 65 Express a.m.	No. 66 Express a.m.	No. 67 Express a.m.	No. 68 Express a.m.	No. 69 Express a.m.	No. 70 Express a.m.	No. 71 Express a.m.	No. 72 Express a.m.	No. 73 Express a.m.	No. 74 Express a.m.	No. 75 Express a.m.	No. 76 Express a.m.	No. 77 Express a.m.	No. 78 Express a.m.	No. 79 Express a.m.	No. 80 Express a.m.	No. 81 Express a.m.	No. 82 Express a.m.	No. 83 Express a.m.	No. 84 Express a.m.	No. 85 Express a.m.	No. 86 Express a.m.	No. 87 Express a.m.	No. 88 Express a.m.	No. 89 Express a.m.	No. 90 Express a.m.	No. 91 Express a.m.	No. 92 Express a.m.	No. 93 Express a.m.	No. 94 Express a.m.	No. 95 Express a.m.	No. 96 Express a.m.	No. 97 Express a.m.	No. 98 Express a.m.	No. 99 Express a.m.	No. 100 Express a.m.
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\* Will stop at Taipei and Sheung Shui for First-Class Passengers on Notice  
being given to the guard.

**NOTICE TO PASSENGERS.**

The Railway Administration do not guarantee that the fares mentioned in this  
table will connect with the trains as shown.

**SHA TAU KOK BRANCH.**

Station	No. 1 Express a.m.	No. 2 Express a.m.	No. 3 Express a.m.	No. 4 Express a.m.	No. 5 Express a.m.	No. 6 Express a.m.	No. 7 Express a.m.	No. 8 Express a.m.	No. 9 Express a.m.	No. 10 Express a.m.	No. 11 Express a.m.	No. 12 Express a.m.	No. 13 Express a.m.	No. 14 Express a.m.	No. 15 Express a.m.	No. 16 Express a.m.	No. 17 Express a.m.	No. 18 Express a.m.	No. 19 Express a.m.	No. 20 Express a.m.	No. 21 Express a.m.	No. 22 Express a.m.	No. 23 Express a.m.	No. 24 Express a.m.	No. 25 Express a.m.	No. 26 Express a.m.	No. 27 Express a.m.	No. 28 Express a.m.	No. 29 Express a.m.	No. 30 Express a.m.	No. 31 Express a.m.	No. 32 Express a.m.	No. 33 Express a.m.	No. 34 Express a.m.	No. 35 Express a.m.	No. 36 Express a.m.	No. 37 Express a.m.	No. 38 Express a.m.	No. 39 Express a.m.	No. 40 Express a.m.	No. 41 Express a.m.	No. 42 Express a.m.	No. 43 Express a.m.	No. 44 Express a.m.	No. 45 Express a.m.	No. 46 Express a.m.	No. 47 Express a.m.	No. 48 Express a.m.	No. 49 Express a.m.	No. 50 Express a.m.	No. 51 Express a.m.	No. 52 Express a.m.	No. 53 Express a.m.	No. 54 Express a.m.	No. 55 Express a.m.	No. 56 Express a.m.	No. 57 Express a.m.	No. 58 Express a.m.	No. 59 Express a.m.	No. 60 Express a.m.	No. 61 Express a.m.	No. 62 Express a.m.	No. 63 Express a.m.	No. 64 Express a.m.	No. 65 Express a.m.	No. 66 Express a.m.	No. 67 Express a.m.	No. 68 Express a.m.	No. 69 Express a.m.	No. 70 Express a.m.	No. 71 Express a.m.	No. 72 Express a.m.	No. 73 Express a.m.	No. 74 Express a.m.	No. 75 Express a.m.	No. 76 Express a.m.	No. 77 Express a.m.	No. 78 Express a.m.	No. 79 Express a.m.	No. 80 Express a.m.	No. 81 Express a.m.	No. 82 Express a.m.	No. 83 Express a.m.	No. 84 Express a.m.	No. 85 Express a.m.	No. 86 Express a.m.	No. 87 Express a.m.	No. 88 Express a.m.	No. 89 Express a.m.	No. 90 Express a.m.	No. 91 Express a.m.	No. 92 Express a.m.	No. 93 Express a.m.	No. 94 Express a.m.	No. 95 Express a.m.	No. 96 Express a.m.	No. 97 Express a.m.	No. 98 Express a.m.	No. 99 Express a.m.	No. 100 Express a.m.
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**THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.**

Established 1838. Incorporated in Great Britain.

Total Assets exceed £18,000,000.

**FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,**  
**GUARANTEE AND LOSS OF PROFITS INSURANCE.**  
HONGKONG BRANCH, HIGBY H. P. KEWLEY,  
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(EX MITSUBISHI DOCKYARD & ENGINE WORKS).

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**NAGASAKI WORKS.**

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks ... 714 feet.  
Width of Entrance on bottom ... 77 feet.  
Water on Blocks at Spring Tide ... 24 feet.  
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross  
Twin Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

**KOBE WORKS.**

TELEGRAPHIC ADDRESS: "DOCK" KOBE.

FLOATING DOCKS.

Lifting Power ... 7,700 tons.  
Max. Length of Ship ... 480 feet.  
Max. Breadth of Ship taken ... 68 feet.  
Max. Draft of Ship taken ... 28 feet.  
Floating Cranes of 40 tons weight, besides 100 Tripod Cranes.

**HIKOSHIMA WORKS (Near Shimonoseki).**

TELEGRAPHIC ADDRESS: "DOCK" SHIMONOSEKI.

GRAVING DOCK.

Length on Keel Blocks ... 323 feet 0 inch.  
Breadth at Entrance on bottom ... 56 feet 0 inch.  
Depth of Water on Blocks at Spring Tide ... 25 feet 0 inch.  
Floating Cranes capable of lifting 30 tons weight.

**THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS**  
are closely connected with each other, enabling them to co-operate to the prompt  
execution of work and to suit the convenience of customers.  
Any Order will be promptly attended to and Estimate sent on application.

**KAIPING COAL**

FOR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES

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FOUNDRY AND SMELTING COKE

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FIREBRICK AND FIRECLAY

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

**HONGKONG-MACAO LINE.**

Sailings: "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)  
"SUI TAI" to Macao daily at 3 p.m. (Sundays at 2 p.m.)  
"SUI AN" from Macao daily at 1 p.m. (Sundays 4 p.m.)  
"SUI TAI" from Macao daily at 7.30 a.m. (Sundays at 8 a.m.)

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## MACARONI, PASTES, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

All our Pastes bear the "Booster" label and are made from Flour of the Best Quality  
containing a large percentage of Gluten. Starch and Gluten are the principal  
components of Flour. Gluten is easier to digest and contains more nutriment than  
Starch. Manufactured under the most sanitary conditions.  
Large quantities have been exported to various important cities in the World.  
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## SOUTH MANCHURIA RAILWAY.

IMPORTANT SECTION IN THE OVERLAND ROUTE BETWEEN THE FAR EAST AND EUROPE

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN EAST OF MANCHURIA.

Travellers and Tourists journeying between Tokyo and Peking should travel via the South Manchuria Railway, which runs from Fusan to Mukden and passes through magnificent scenery and furnishes the last link in the newest highway round the world. Only a short sea passage (about 10 hours) between Shimon



## THE ACOUSTIGRAND

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## CHICKERING BROS.

The only vertical piano combining the true principles of Construction and Tone character of the best horizontal Grands.

Specially built for this climate and guaranteed.

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Limited,

SOLE AGENTS.



Ready-to-wear

WHITE GABERNETTE

## TROUSERS

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\$11.50 per pair.

EVERY REQUISITE FOR TENNIS WEAR

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A CO., LTD.

Men's Wear Specialists,

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Telephone 29.

## The "EL PALACIO" CIGARS

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Well-known for their flavour and aroma.

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## CIGARETTES.

Sole Agents:

## THE HONGKONG CIGAR STORE

CO., LTD.

Hotel Mansions.

Tel. 151.

[687]

## THE CORONET

June 5th, 1919,  
at 5.15 and 9.15 p.m.

LAST NIGHT

## THE ROMANCE

OF

## TARZAN

PRICES

5.15 p.m.—\$1 & 60 cts.  
9.15 p.m.—\$2 & \$1.00

Booking at ROBINSON'S.

[135]

FOREIGN TRADE OF CHINA.  
REPORT OF THE MARITIME  
CUSTOMS FOR 1918.

In his report on the Foreign Trade of China during 1918, Mr. J. F. Olesen, Statistical Secretary of the Maritime Customs, says:—

## VALUE OF TRADE.

Notwithstanding the extraordinary and grievous drawbacks under which nearly all mercantile transactions had to labour, the value of the direct foreign trade of China for 1918 was the highest on record, the total being Hk. Tls. 1,040,776,113, an increase of Hk. Tls. 28,325,708 over that for 1917. Though this result was due to the universal advanced in prices and in spite of extensive shrinkage in the quantities of merchandise handled, it yet serves as striking evidence of the vigour and elasticity of China's trade. Further, it serves as an earnest of the development that may be looked for with the return of peace and normal conditions the world over.

## SILVER AND EXCHANGE.

Silver prices were high throughout the year and varied from 42½d. to 49½d. The demand rate of exchange for the Shanghai had ranged from 4s. 2½d. in January to 4s. 8½d. in September, after which it dropped away again to 4s. 1½d. in December. The average exchange value of the Shanghai was 4s. 3.7½d., as against 4s. 3.1½d. in 1917.

The total collection for 1918 was Hk. Tls. 38,445,045, as compared with Hk. Tls. 38,448,429 in 1917, or a decrease of Hk. Tls. 1,844,384. But if converted into terms of gold at the average rate for the year of 4s. 3.1½d., the Shanghai was a gain amounting to £1,382,287. And as the principal part of the Customs revenue is absorbed in the service of loans and other gold payments abroad, the Chinese Government was actually a large gainer on the year's outturn when changed into gold.

## FOREIGN TRADE.

As stated above, the value of the direct foreign trade in 1918 was Hk. Tls. 1,040,776,113, the highest on record and Hk. Tls. 28,325,708 above the total for 1917. Reduced to sterling at the average rate of 4s. 3.1½d. for 1917 and 4s. 3.7½d. for 1918, the figures work out to £218,673,277 for 1917 and £275,100,977 for 1918, yielding an increase in sterling of £56,427,700.

**Opium.**—After the importation of Indian opium had ceased, from the 1st April, 1917, the unsold stock of the imported drug remaining in bond amounted to 1,800 chests. This the Chinese Government ultimately decided to purchase with the intention of destroying it and thereby removing once for all the last vestige of a terribly baneful trade. Many proposals were brought and pressed upon the Government to profit by the purchase or to utilise the opium by presentation to hospitals the world over and for other charitable medicinal purposes. But President Hsu Shih-chang, representing the best national sentiment and conviction as to the malevolent danger and temptation presented by the continued existence of the drug, was firmly resolved upon its total destruction. And this measure was consummated in the early days of the current year, when, under the most meticulous precautions against tampering, the whole of the remaining stock, which had cost the Chinese Government 24,000,000 taels, was burnt in specially constructed incinerators. This, as an act intended solely for the moral and physical welfare of the nation to guard it against a degrading vice, was one of the most noble and costly of its kind in history, comparing with the abolition of slavery by the British Government throughout its colonies. During the year under review there were imported at Dairen and Tsingtau 333 piculs of opium, valued at Hk. Tls. 520,000. This is an evil feature in the trade of the two ports under Japanese control, and it is welcome news that the Japanese Government intends to put an end to the harmful traffic.

**Cotton Goods.**—The trade in cotton piece goods was conducted under adverse conditions throughout the year. It is unnecessary to dwell on the shortage of supplies caused by the continuance of the war, the disturbed state of China, and the scarcity of money, for these conditions had already become established in 1917. The rise in exchange naturally assisted the piece goods trade; on the other hand, it checked the export of Chinese produce needed to cover the cost of imports. But the prime cost of goods in Europe and America—in some cases five times as great as before the war—with the addition of enormous freights, is sufficient to account for the decrease in imports from Western countries, while most of the Japanese lines also show heavy decreases, due to the increased cost of production in Japan and shortage of shipping. Chinese dealers in piece goods proceeded very cautiously with their operations and, with the diminished business handled, did very well, exchange having been in their favour; but the importers had to content with the impossibility of obtaining replacing prices for their goods. Towards the end of the year, a large business began with Siberia, mostly in goods for summer use, such as prints and white shirtings. During the past five years the imports of the principal plain cottons, namely, grey and white shirtings, sheetings, drills, jeans, and T-cloths, have been as follows:—

1914.	1915.	1916.	1917.	1918.
Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
British 1,207,950	1,207,950	1,207,950	1,207,950	1,207,950
American 1,207,950	1,207,950	1,207,950	1,207,950	1,207,950
Japanese 1,207,950	1,207,950	1,207,950	1,207,950	1,207,950
Others 1,207,950	1,207,950	1,207,950	1,207,950	1,207,950
Total 1,207,950	1,207,950	1,207,950	1,207,950	1,207,950

And during the same period fancy piece goods, such as cotton prints, turkey red cottons, black, coloured and figured cotton italians, venetians, lastings, and poplins have been imported in the following quantities: 1914, 5,701,034 pieces; 1915, 3,484,913 pieces; 1916, 3,589,144 pieces; 1917, 3,051,896 pieces; 1918, 1,345,144 pieces.

The Chinese consumption of yarn was much smaller than in 1917, the decrease being due to trade having been hampered by political unrest and by the insecurity of transit due to robber bands, especially in Szechwan, which is the chief market for yarn. However, prospects for 1919 are bright, as the markets throughout the country are bare of stocks, and the rural population, having made large profits on their crops for several years, are only awaiting an opportunity to purchase in large quantities.

The cotton-spinning industry in China has had another prosperous year, and additional mills will be erected as soon as the necessary machinery is available from abroad; this, however, is hardly likely to be supplied for some years.

The silver value of the cotton goods imported fell from Hk. Tls. 138,850,387 in 1917 to Hk. Tls. 151,380,423, yet that represents an increase in sterling of £5,008,271.

**Metals.**—Metals rose from a value of Hk. Tls. 25,137,741 to Hk. Tls. 37,637,111.

## EXPORTS.

**Cotton Goods.**—There was a set-back in the export of locally manufactured cotton piece goods. This was not due to a diminished output from the mills but to the larger demand in China caused by the smaller arrivals and high prices of foreign fabrics, as already noted under imports. Whether China can become a large exporter of cotton goods may be open to question, but it does not seem over hazardous to predict, in view of the abundance of raw cotton and of cheap labour in China, that the domestic product must ultimately oust the foreign. Exports of cotton yarn were about equal in quantity but of twice the value compared with the previous year.

**Wool.**—The Chinese cotton crop of 1918 was excellent and probably the largest ever harvested. The quantity exported was 1,99,094 piculs, valued at Hk. Tls. 37,637,337, showing an increase of 439,931 piculs and Hk. Tls. 17,591,473 over the output for 1917. As regards prices, they tended to rise, and towards the end of the year, the practice of watering still continued, but Chinese mill-owners have come to realise the necessity of checking the abuse and also of improving the quality and growth of Chinese cotton. Their Association has undertaken to finance the work of improvement, which is to be carried out by the Professor of Agriculture at Nanking University, with the assistance of an American expert.

**Silk.**—The total export of both domestic and wild raw silk was 124,954 piculs, valued at Hk. Tls. 74,861,928, as compared with 125,890 piculs and Hk. Tls. 79,148,603 in 1917.

An important event in the history of the silk trade was the formation of the International Committee for the Improvement of Sericulture in China, which was brought about mainly through the instrumentality of Mr. Ling Ju-lin, a prominent silk merchant, who has been for some years, on his own initiative, engaged in improving the quality of Chinese silk. He enlisted the assistance of the Foreign Chamber of Commerce and of the Foreign Silk Association, the Chinese Chamber of Commerce having already supported him. Through the united efforts of these bodies a subsidy of Hk. Tls. 4,000 monthly was granted by the Chinese Government; the services of an expert from Indo-China were engaged, and schools established at six stations in Kiangsu and Chekiang. That no further time was to be lost may be realised from the statement that upwards of 90 per cent. of the cocoons at present used for breeding are more or less affected with disease; that the worms are insufficiently fed and are piled up in very narrow rooms, the seeds never being selected; and that a great number of them die from sickness before producing their cocoons. A still greater number of them producing only weak, thin, or faulty cocoons. Consequently the weight in cocoons yielded by the breeders is very poor considering the number of worms raised. At the stations already established by Mr. Ling Ju-lin excellent results have been obtained. A weight of only 3.60 piculs of cocoons is required to yield 1 picul of raw silk, as compared with 5.50 to 6 piculs from cocoons raised in the ordinary haphazard way.

This reform in silk culture has been urged for the past 30 years, and now that the initial difficulties in the way have been overcome, there seems to be good hope that great strides will be made so that China's silk industry may be placed in a position to meet the ever-growing competition from other countries. The superior quality of Chinese silk is fully established and universally recognised; it only remains to secure an increase of quantity by the adoption of scientific culture. The fact that Cantonese silk merchants have made inquiries concerning the work of the Committee indicates that steps will also be taken to improve the southern silk.

**Ten.**—The tea trade of China in 1918 was the most calamitous on record to both Chinese and European dealers. The losses experienced by the latter in 1917 and the very small advances made by Chinese banks resulted in low prices up-country, and the low prices caused short supplies, as the leaf of part of the first crop and practically the whole of the later crops were either left unpicked or used for Chinese consumption. The total crop for export in 1918 was about 150,000 piculs, compared with 200,000 piculs in 1917 and 230,000 piculs in 1916, but the supplies were more than adequate to the demand, as 50,000 piculs remain unsold in March, 1919.

It is encouraging to learn of the early beginnings of modern improved methods in the preparation of China tea for the market. Among these are an experimental and testing farm in Anhwei working under the auspices of the Board of Agriculture; the Ningchow Tea Plantations, Limited, which is the first Chinese estate to adopt manufacture by machinery; and the China Model Tea Estate, Limited, which also uses improved methods. The greatly altered conditions brought about by the war and by the collapse of Russia may not improbably

lead to a change, long contemplated and desired by many, namely, the removal to Shanghai of the tea business hitherto done at Hankow, Kiukiang, and Foochow. The market for all kinds of China tea would then centre in one place, which would undoubtedly be of advantage to all concerned.

## TONNAGE.

There was a further heavy decline of tonnage entered and cleared. The total for the year was 30,347,708 tons, or 8,659,343 tons less than in 1917. British tonnage suffered the most, with a decrease of 3,664,848 tons; Chinese came next, with a reduction of 2,340,113, due to the loss of vessels and to the frequent tonnage clearing of ships for military purposes; the Russian, with 633,671 tons; the French, with 354,603 tons; the Norwegian, with 216,880 tons; the Portuguese, with 139,083 tons; the Dutch, with 136,592 tons; and the Danish, with 55,391 tons. On the other hand, Japanese tonnage increased by 701,728 tons; American, by 39,798 tons; and Italian, by 13,384 tons.

## FREIGHT.

The dearth of steamers experienced in 1917 continued, and there was only one sailing of British vessels in the first month of the year. The situation became serious as the British Government requisitioned tonnage for special cargo on the 31st January, so that merchants were unable to obtain space for general cargo of any description. The rate by Japanese lines was 1,300s. per ton net for general cargo and 1,000s. for cereals; prohibitive. These rates were practically prohibitive, and no relief was available even after the Armistice, as the British Government still continued to control shipping, while Japanese vessels were few and far between. Freight rates to America at the beginning of the year were at G. 85s. per ton weight or measurement, but freights across the Pacific were slack, owing to uncertainty as to United States Government Import Regulations and the difficulty of obtaining import licences. In March there was a rush of cargo upon the receipt of advice that import licences would be refused after the 15th of the month. After that date freights were raised to G. 80s. per ton for general cargo, and the uncertainty owing to continual changes being made in the American Import Regulations caused stagnation in trade. In July this was accentuated by the rise in exchange, but enough cargo offered to keep the rates up to G. 80s. until September, when competition by outside steamers from Singapore compelled the Trans-Pacific Bureau at Hongkong to lower rates to G. 60s. The issue of entirely new regulations in October resulted in cargo from Shanghai dwindling to a vanishing point. After the signing of the Armistice there was a further reduction to G. 40s., but in spite of this little cargo offered, the restrictions not having been withdrawn at the end of the year.

## TREASURY.

The imports of treasure in 1918 were: silver, Hk. Tls. 38,124,000; gold, Hk. Tls. 1,223,000; and the exports were: silver, Hk. Tls. 12,622,000; gold, Hk. Tls. 2,511,000. While in 1917 the movement of bullion showed a net export of gold and silver amounting to Hk. Tls. 12,136,000, the reverse was the case in 1918, when there was a net import of both metals aggregating Hk. Tls. 22,442,000. Silver contributed a net import of Hk. Tls. 23,000,000, of which Hk. Tls. 15,000,000 came from America, but gold shipments left a net export of Hk. Tls. 1,000,000. Exports of silver to India fell off from Hk. Tls. 29,533,000 in 1917 to Hk. Tls. 2,340,000. Almost all of the gold and nearly three-fourths of the silver exported went to Hongkong, and whatever remains there may virtually be regarded for purposes of trade as still remaining in China.

## TARIFF REVISION.

An event during the year of importance to the Chinese Government and the mercantile community alike was the revision of the Customs Import Tariff. In the autumn of 1917 the Treaty Powers agreed to have the tariff revised and brought up to an effective per cent. During the first days of January 1918 a commission, composed of Chinese and foreign delegates, assembled at Shanghai under the presidency of Mr. Tseng Shu-chi to revise the tariff. It was found, however, that though all the Powers interested had agreed in principle to the raising of the tariff to an effective 5 per cent, no agreement had been reached as to how this principle was to be carried out, or, in other words, as to which years were to be taken as the standard for determining the values of goods and the rates of duty to be paid on them. This question had been reserved for the decision of the Wai-chiao Pu and the foreign Ministers in Peking. The delegates in Shanghai had no authority to discuss it. Pending its decision in Peking the Tariff Revision Commission turned its attention to the drawing up of a provisional tariff, to be put into force immediately and to remain in force until the new tariff came into operation. But it was found impossible to reconcile conflicting views on the subject of the values on which it should be based, and the introduction of a provisional tariff fell through. In June the foreign Ministers, in consultation with the Wai-chiao Pu, reached the decision that the values of goods for the years 1912-16 should be taken as a basis for the revised tariff and that the revised tariff should only remain in force till two years after the conclusion of the war. The basis of valuation having been settled, the Commission began its discussions on the subject in July and ended its labours in December, when the revised tariff was unanimously adopted by the members of the Commission, subject to the approval of their respective Governments. The classification of goods in the revised tariff is generally much the same as in the 1902 tariff. The most important alterations are the following: (1) the duty on cotton yarn varies with the count of the yarn, (2) heavy grey shirtings and sheetings with more than 110 threads to the square inch pay more duty than those with 110 threads or less to the inch, (3) iron and steel (excepting tool steel) pay the same duty, (4) the classification of paper has been entirely changed, (5) timber has been divided into

(Continued as first of next column.)

## RELIEF WORK IN SOUTHERN CHINA.

## BRITISH-AMERICAN TOBACCO CO.'S BENEFICENT SCHEME.

It is not generally known that the British-American Tobacco Company has been doing a great deal of benevolent work recently, in the Heungshan and Kong-moon districts.

Since April the Chinese of these two districts have been suffering from famine, owing to the destruction of their rice and mulberry crops by the floods, and the hardships which they have been undergoing would make a ghastly tale. It is no exaggeration to say that hundreds have died during the past three months from sheer starvation in the two districts to which we have referred.

When the pitiable state of these people was brought to the notice of the British-American Tobacco Co., no time was lost in devising measures for relief, and large stocks of rice were at once purchased in Hongkong and despatched to the stricken area.

A reporter of the *Daily Press*, who had a chat yesterday with Mr. S. Mayes, of the British-American Tobacco Company, saw a photograph of the rice district at Sui-lam, in the Heungshan District. It is a striking, if somewhat mournful, souvenir of a memorable visit. The pinched, emaciated faces of the men, women and children tell a sad tale of the struggle for existence.

"We are distributing 4,700 piculs of rice in Sui-lam and 2,800 piculs in Sun-wui," said Mr. Mayes, "among approximately 18,000 people."

This must mean a great deal of work, ventured the reporter.

"We were greatly helped by the elders of the villages, who are very grateful for the work we are doing. The elders have done a great deal for the people, and they cannot do more, because, owing to the floods, they have had no rents whatever for the past two years. When I went to Sui-lam for the first time, in connection with our scheme, the elders gave me a grand reception and presented me with a gold medal as a souvenir. They are doing their best to see our scheme so worked that only the really indigent people benefit."

"What is your system?" "The rice is stored by the elders at Sui-lam and Sun-wui, and tickets, each perforated into ten sections, are distributed among these people who, by their appearance, are starving. Each of the perforated portions is exchanged at the store for 3 catties of rice, so that each ticket is worth 30 catties."

"And the price?" "We are giving the rice at what amounts to five cents of Hongkong money per catty; that is, we are losing about 2 cents on every catty. The British-American Tobacco Co. will be about \$10,000 out of pocket on the scheme."

When we purchased such large quantities of rice in Hongkong, we got it at a reduced rate, owing to the purpose for which we were buying. There was, besides, a great deal of free labour put in by these people who appreciated what we were doing. Our relief work is in full swing now."

"How long will it continue?"

"I do not think it will be necessary for us to distribute any more rice after the end of this month. If nothing untoward happens, the rice crop, which will be gathered within the next three weeks, under conditions are improving slightly, for the mulberry crop has just been gathered. One thing I must mention, and that is that the British-American Tobacco Company had to expend about \$80,000 in order to lose the \$10,000. The latter figure could have been borne by the united efforts of the elders of the two districts, but they could not have obtained the \$80,000 which to meet the original expenditure for rice."

rough hewn, sawn, and manufactured. In some cases duty rates have been more than doubled; in others they have been lowered, so it is hard to estimate how much China will gain by the revision. Probably the total increase of revenue to be derived from goods which paid specific duties under the 1902 tariff will be from 30 to 33 per cent., but under that tariff about 20 per cent. of the goods imported paid *ad valorem* duties. If these goods continue to pay *ad valorem*, no increase of duty will be derived from them, and in cases where *ad valorem* duties have been changed into specific duties there will be a loss of revenue, for the values of goods in the years 1912-16—on which the new tariff is based—were lower than they now are. The net gain in import duties which China will make by the new tariff may, therefore, be estimated at 25 per cent. In 1917 China collected 16 million taels in import duties. On the same volume of trade she should gain about 4 million taels a year by the revision of the tariff.

## RAILWAYS.

Railway development all over China has been completely halted by the exhaustion of the treasury, due mainly to the excessive demands for expenditure growing out of the civil war. What is worse is that the existing lines are not maintained in as efficient state, but have been allowed to deteriorate so scandalously in equipment and service that shipment of cargo is subjected to intolerable delays, while the passenger trains on some of the main lines are in such a condition that a journey in them has been aptly described as a nightmare.

## CIVIL WAR.

The year opened with the country divided into two hostile sections: South against North. That is to say, the military and political leaders were so divided; the vast body of the nation were totally unconcerned, save in so far as they were made direct sufferers by the operations and depredations of the belligerent forces. The internecine strife has been terribly costly in life, property, and human happiness; in detrimental results to industry and trade, and in loading the country with a huge and unproductive increment to the public debt. But China's recuperative capacity is proverbial. Given a fair chance under good government, and the country and nation will again flourish abundantly.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council will be held in the Council Chamber at noon to-day.

Notice has been given of the following questions:—

## HAWKERS' LICENCES.

By the Hon. Mr. Lau Chu Pak:—  
(1)—There being numerous complaints regarding the refusal of the Police Department to issue hawkers' licences in many cases, will the Government state:—

(a)—What was the largest number of hawkers' licences that had ever been issued, and what is the total number of current licences that have been issued to date?

(b)—In view of the fact that the refusal to issue such licences may operate hardly on many deserving poor people, and of the consideration that those who are unable to obtain such licences may go to swell the number of bad characters in this Colony, whether instructions will be given to the Captain-Superintendent of Police not to withhold licences from applicants therefor, unless they are known to be bad characters?

(2)—In the case of boys arrested for hawking without a licence, will the Government have the law so amended as to empower the magistrates to punish the parents or guardians instead of the boys themselves?

## MEANS OF COMMUNICATION AND WATER SUPPLY.

By the Hon. Mr. C. G. Alabaster, O.B.E.:—

(1)—When will the section of Coronation Road to the north of File Street be completed so as to develop building sites and to provide through traffic with a direct route to the Taipo and Castle Peak Roads?

(2)—Will the Government construct a temporary ricksha road from a point on the Yau-mai-Kowloon City Road to the main gate of the Old Kowloon Walled City, so as to render the walled city and numerous houses to the west of it accessible by wheeled vehicles from Yau-mai?

(3)—Is it a fact that the new market at Samsui-po has no supply of fresh water?

(4)—Is it a fact that there are about 200 modern buildings (including a Public Dispensary, a temple and several factories) at New Samsui-po, accommodating about 6,000 people, who have no fresh water supply, except three street standpipes?

(5)—Is it a fact that there are about 2,400 boat-builders at Cheung Sha-wan, to the north-west of Samsui-po, who have no fresh water supply except four shallow wells surrounded by rubbish heaps and manure pits?

(6)—Is it a fact that there is no fresh water fire service at Cheung Sha-wan of Samsui-po, and that most of the buildings are inaccessible from the Fire Float?

(7)—Is it a fact that the Kowloon Reservoir has considerably more water in it this year than at the same period last year, and that the mains from the reservoir run within easy distance and at a convenient level for supplying Samsui-po and Cheung Sha-wan?

(8)—When will an adequate supply of water (1) for domestic use, (2) for fire service, be provided for (a) New Samsui-po and (b) Cheung Sha-wan?

## ORDERS OF THE DAY.

First reading of a Bill intituled An Ordinance for the more effectual protection of marine stores.

First reading of a Bill intituled An Ordinance to amend the law relating to the registration of births and deaths.

First reading of a Bill intituled An Ordinance to amend the Arms and Ammunition Ordinance, 1900.

First reading of a Bill intituled An Ordinance to make provision for determining the date of the termination of the present war, and for purposes connected therewith.

First reading of a Bill intituled An Ordinance for the better Prevention of Corruption.

First reading of a Bill intituled An Ordinance to authorise the Bank of Canton, Limited, to convert its silver capital into gold.

First reading of a Bill intituled An Ordinance to provide for the Incorporation of the Missions to Seamen in Hongkong.

This Bill will be carried through all its stages at this meeting.

## HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending May 31st is as follows:—

	Receipts	Expenditure
For 22 weeks	\$10,823	\$10,823
This Year (to date)	13,183	13,183
Last Year	12,183	12,183
Excess	1,000	1,000

## SMUGGLING OPIUM. OVER \$6,000 IN FINES.

That the smuggling of opium into Hongkong is carried on extensively is evidenced by the number of cases heard daily at the Magistracy. Deterrent fines and imprisonment are meted out to the offenders, but, apparently, have no effect, as the illicit traffic continues. It is common knowledge that for every smuggler apprehended ten manage to elude the Police.

At the Magistracy, yesterday, Mr. R. O. Hutchison had five persons before him charged with smuggling. The total amount of opium involved was 54 taels, and the fines inflicted totalled over \$6,000. In the first case a Chinese woman was arrested on the Praya, and taken to the Central Police Station, where she was let out on bail of \$300. The woman, paid cash and left the station. She did not attend Court, yesterday, the Revenue Officer who prosecuted stating that she had left for Shanghai.

A Chinese male was charged with being in unlawful possession of 20 taels of opium.

Defendant disputed the amount, stating that there were only 12 taels of opium.

Inspector Macdonald informed the Magistracy that the man was arrested by a constable as he was leaving a sampan. On being searched, the drug was found concealed in a girdle tied round his waist.

Mr. Hutchison fined defendant \$3,000, with the alternative of six months' hard labour.

An old Chinese woman was charged with being in unlawful possession of 6 taels of opium.

The woman stated that she had only recently come from Annam, and on the voyage a man gave her the opium.

Mr. Hutchison imposed a fine of \$500.

Two old women were charged with having 24 and 12 taels of opium, respectively, in their possession.

Defendants were arrested on the Hama-mat, which arrived from Saigon. Their luggage was searched and the opium was found concealed in false bottomed boxes.

Mr. Hutchison fined the defendants \$2,000 and \$1,000 respectively.

## SERIOUS CHARGE AGAINST A POLICE SERGEANT.

MR. R. E. LINDSELL AND THE PRESS.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, Sergeant McCulloch, of the Shaukiwan Police-station, was charged with indecently assaulting a young Chinese girl.

Mr. Leo Longinotto (Assistant Crown Solicitor) prosecuted, and Mr. W. E. L. Shenton defended.

Mr. A. E. Hall (of Messrs. Lo & Lo) watched the proceedings on behalf of the parents of the girl.

As soon as Mr. Lindsell sat on the Bench, he said: "I think this case should be heard in camera." The crowd of spectators who had gathered to hear the case then left the Court, the Press representatives only remaining in their seats.

Mr. Lindsell: I think this case should not be reported in the Press. I think notice has been given before to that effect. The finding, which is recorded against the defendant will be made known to the Press. I don't think any details whatever should be reported.

The Press representatives, who were still waiting, were then asked to leave the Court by Sergeant Willis.

## AN OLD OFFENDER.

HELPED FROM THE POOR BOX.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, an old Chinese man was charged with begging alms.

Inspector Macdonald stated that defendant was an old offender. Some time ago he was charged with the same offence, and Mr. J. R. Wood, before whom he appeared, feeling sorry for the man, gave him a sum of money from the Poor-box to purchase a permit. The Police bought him a hawker's outfit and also gave him a place to keep a stall in West Point.

The man stayed for two days and then disappeared, being subsequently found at West Point begging. He carried a paper in front of him relating all his misfortunes. The man's hand was paralysed as a result of being bitten by a poisonous snake. He was a most persistent beggar and accosted people. Several letters had been received complaining of the man's behaviour.

Mr. Hutchison fined defendant \$15.

## ALLEGED POSSESSION OF ARMS.

SIX RUSTY MUSKETS FOUND IN A JUNK.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, six Chinese were charged with being in unlawful possession of six muskets.

Mr. A. E. Hall appeared for the defence.

The muskets, which were old and rusty, ones dating back to about a half-century ago, were discovered in a junk at Shaukiwan by the Police, who arrested the crew. The master of the junk, probably hearing of the Police search, had disappeared.

Mr. Hutchison said this sort of case was considered very serious. He remanded the case for a week, fixing bail at \$100 each.

## STRAITS SHIPPING COMMISSION.

ATTEMPT TO ADJUST DIFFERENCES.

The report of the Straits Mercantile Marine Service Commission appointed to inquire into the differences existing between deck officers and engineers serving in certain vessels engaged in the local trade has been issued.

The report states, *inter alia*:—  
SALARY.

We are of opinion that a clear case as to the inadequacy of the pay of deck officers and engineers at the time of the deadlock has been made out.

We feel that it is necessary in considering the difference between the owners' offers and the officers' claims to take into account the very considerable variation in size and, therefore, earning capacity of the ships in the various fleets.

It is claimed by the officers that the master of, say, a 75-ton ship should be on the same scale according to his seniority in an owner's service as a master of a 1,000-ton vessel, and it is contended by the owners that this would involve loss, or in some cases additional loss, on the running of very small ships.

In regard to masters we hold that a discrimination by way of tonnage of their commands is desirable and we recommend that the scale of pay be \$420 per mensem rising to \$540 per mensem by annual increments of \$30 per mensem, with a charge allowance of \$30 per mensem while in command of vessels of gross tonnage exceeding 250 tons, of \$40 per mensem while in command of vessels of gross tonnage exceeding 500 tons, and of \$60 per mensem while in command of vessels of gross tonnage exceeding 1,000 tons. Provided that a master of a vessel not exceeding 250 tons gross tonnage shall not draw more than \$300 per mensem.

Chief engineers we recommend should be placed on a scale of \$420 per mensem rising to \$540 per mensem by annual increments of \$30 per mensem, and we recommend that the same rate of charge allowance based on tonnage should be paid to chief engineers as to masters.

In the case of small ships, where a second-class engineer as the sole engineer meets the requirements of the Merchant Shipping Ordinance we consider that a charge allowance of \$30 per mensem should be paid to such second engineers sailing as chief.

We feel that in regard to pay, chief officers and second engineers should be placed on a level and that second officers and third engineers should also be on identical scales.

As we have said elsewhere in this report the cost of living has risen very considerably recently and we consider that, apart from prospects of promotion to master or chief engineer, the possibility of achieving \$330 per mensem should be open to officers to give them a prospect of keeping up an establishment.

We recommend the following as a reasonable scale:—Chief officers and second engineers: \$320 per mensem, rising by annual increments of \$30 per mensem to \$390 per mensem.

With regard to second officers and third engineers we may say that normally they would be bachelors and would be living aboard their ships, that is to say, they would have free board and lodging.

Taking this fact into consideration, we consider that a salary of \$210 per mensem rising to \$240 per mensem by annual increments of \$15 per mensem would, to a careful man, afford a chance of putting something by, and in fact, a reasonable wage for a second officer and a third engineer.

In regard to third officers and fourth engineers we recommend a salary of \$150 per mensem.

The introduction of a reasonably definite scheme of leave privileges appears to us necessary in view of the desirability of attracting as officers persons domiciled in Europe.

We have not overlooked the fact that there is competition in local waters, competition which is likely to increase rather than decrease, with ships offered solely by non-Europeans who can be engaged on more economical terms in every way than certificated European officers.

Having regard to local practice we feel that in respect of the first period of qualification for home leave five years is not too long a period, but we hold that the amount of leave offered at the expiration of that period of continuous service lacks something in generosity.

We recommend that eight months' half-pay leave should be given after five years' continuous service and that the option should be given to the officers to extend this leave by a period not exceeding two months without pay.

The question of leave to be spent locally has been put forward somewhat insistently, and we feel that some provision is necessary by way of alternative to home leave.

We recommend that when an officer, from financial reasons or other considerations, feels that it is necessary or advisable to spend much leave as he is eligible for locally, he might elect to accept the following alternative: Two months' half-pay leave in respect of each two years of continuous service to be accumulated if the officers so desire, to the extent of four months and no more.

That election should be open to variation in the case of officers with a non-tropical domicile on promotion to a superior rating.

We recommend that this local leave scheme be applied also to the cases of officers with a tropical domicile.

## PROMOTION BY SENIORITY.

On the part of both the Guild and the Association a strong desire for the recognition by owners of the principle that promotion in their services should be strictly in accordance with seniority was apparent throughout the enquiry.

From the point of view of an association of officers in a service there is, perhaps naturally, a desire to eliminate, as far as possible, the element of favouritism in promotion even at the risk of eliminating the reward for excellent individual service.

There is a great deal to be said for the view that an employer's right of selection for promotion should be unqualified, but in services consisting of considerable numbers of men of similar qualifications and training, great dissatisfaction can, and does arise in the case of glaring out-of-turn promotions.

Promotion by seniority alone prevents the possibility of the employer giving a senior post to a junior employee, however efficient the junior employee may be.

In mercantile firms we can see that promotion by seniority alone is a proposition which could not be advanced with any seriousness, but we feel it is not difficult to differentiate in this respect between assistants in mercantile firms and sea-going officers.

The Guild and the Association obviously have no desire to resist the discharge of incompetent officers, while the owner has the right of immediate dismissal for incompetency, but he has to depend in great measure on the advice of some of his officers that others are incompetent.

We feel that the Guild and the Association could not afford at the expense, perhaps, of many of its members, to bolster up an incompetent simply because he was a member, and we have come to the conclusion that the acceptance of the principle by owners would not involve disadvantages which would outweigh the advantages of contentment among their employees.

## EXCESSIVE OVERTIME.

We have in paragraph 137 of this report accepted the definition of overtime as work in port between the hours of 5 p.m. and 7 a.m. and work in port on Sundays.

We also accept the definition of excessive overtime as work in excess of thirty hours overtime work per mensem and we recommend that such excessive overtime be paid for at the rate of one dollar per hour.

The question of undermanning local vessels has been brought forward with a certain amount of prominence during the course of our inquiry.

We have given every consideration to the views on this point advanced to us and we record our opinion that such undermanning as exists is solely due to shortage of officers arising out of war conditions and we are confident that owners will remedy the existing state of affairs in this respect as speedily as possible.

## ANTI-JAPANESE FEELING.

SCHOOL-BOY DEMONSTRATORS ARRESTED.

Nine school-boys, whose ages ranged from seventeen years to eight, and a Chinese teacher attempted to make an anti-Japanese demonstration in Queen's Road Central on Tuesday evening by organising a procession for the purpose of inducing the Chinese population not to deal with any Japanese firm, or buy or sell any article of Japanese manufacture. The demonstrators paraded the street, each carrying a big Chinese umbrella to which was attached a tag, the gist of which was: "Buy Chinese goods only."

Yesterday, the boys were charged at the Magistracy, before Mr. R. E. Lindsell, with aiding and abetting in the organisation of a procession, and the others with taking part in it, without the necessary permit.

Mr. Leo d'Almada, appearing for the defendants, asked that the case be adjourned till to-day.

The Capt. Superintendent of Police had no objection, but requested the Magistracy to administer a caution to the defendants against indulging in any sort of disturbance.

Mr. Lindsell: It is unlikely that they would do so with a case hanging over them.

Mr. Leo d'Almada gave an undertaking that his clients would not commit any breach of the peace.

The case was, accordingly, adjourned till 3 p.m. to-day. Bail was granted in \$20 to the teacher, and in \$25 each to the others.

## TWO FURTHER ARRESTS.

Two further arrests have been made in connection with the anti-Japanese demonstration. Two Chinese students, believed to be pupils of the same school as the others charged, were noticed walking along Queen's Road, carrying umbrellas, with the Chinese characters "Buy Chinese Goods." These boys were arrested and will be brought up at the Magistracy to-day.

## GROSSE &amp; BLACKWELL

The following goods have just arrived and are on sale at

## LANE, CRAWFORD &amp; CO.

## Potted Meats &amp; Fish in tins

Ham & Chicken	40c.	Shrimp	40c.
Bloater	40c.	Anchovy	45c.

## Sausages in tins

Oxford	per tin	\$1.35 and 75c.
Cambridge	"	\$1.10

## Fish in tins

Blackwall Whitebait	per tin	75c.
Fresh Lobsters	"	\$2.00
Herrings in Tomato Sauce	"	75c.
Pilchards in Oil	"	\$1.50

## Pickles in pint bots.

White Onions, Gerkins	}	90c. per bot.
Picalilli, Mixed		
Red Cabbage		50c. "

## Soups in pint tins

Ox Tail	Mockturtle	}	60c. per tin.
Kidney	Tomato		
Venison	Cressy		

## LANE, CRAWFORD &amp; CO.

The

## HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

## HANDLEY PAGE LTD.

Cricklewood, London, N. W. 2.

Sole Agents for China:

PEKIN SYNDICATE LTD.

Pekin

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.

Hongkong.

[818]

## MACARONI, VERMICELLI, NOODLES.

AND ALL KINDS OF PASTE.

AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply:—CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known

"Poppy Brand."

Office:—31, OLD HILMAN STREET, Tel. No. 2390.

Manufactory:—19/22, ARGYLE STREET, Mongkok, Tel. No. K308.

Hongkong, March 3rd, 1919. [429]

## Powell Ltd.

TELEPHONE 346

HIGH-CLASS GENTLEMEN'S TAILORS.

SPECIAL VALUE IN

## SUMMER SUITINGS

INCLUDING

SMART LINENS, COTTONS & SILKS.

FANCY CASHMERES

WORSTEDS, FLANNELS, SERGES,

etc., etc.

STYLE AND FIT EXCLUSIVE



## NEW ADVERTISEMENTS

## BANK HOLIDAY.

IN accordance with Ordinance No. 8 of 1919, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, JUNE 9th, 1919.  
Hongkong, June 4th, 1919. [849]

A. S. WATSON & COMPANY, LTD.

## NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:—  
GENERAL STORE 8.30 A.M. to 6 P.M.  
WINE DEPARTMENT (Saturdays 8.30 A.M. to 1 P.M.)  
WAREHOUSE 9 A.M. to 1 P.M.  
DISPENSING DEPARTMENT, 8.30 A.M. to 8 P.M. (including Saturdays).  
Sundays 10 A.M. to 1 P.M.  
6 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.

A. S. WATSON & CO., LTD.  
Hongkong, June 4th, 1919. [849]

A. G. DA ROCHA.  
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Consignor, will sell by Public Auction on SATURDAY, June 7th, 1919, at 2.30 P.M.,

A FINE COLLECTION OF CHINESE PORCELAINS AND CURIOS.

Comprising:—  
A large variety of 3-coloured and 5-coloured Vases and Plates Blue and White Vases, and Figurines, etc., including Lacquerware, Bureaus of wood and Ming Dynasty, Peking Cloisonne, Crystal, Agate and Jadeite Vases and Ornaments, etc., and a number of South Bells.  
Also  
Lacquered Screens, Panels, Old Chinese Engravings and Kakeemonos and a long line of Sundries.  
Catalogue will be issued.  
Terms Cash on Delivery.  
Hongkong, June 4th, 1919. [848]

NOTICE TO CONSIGNEES.  
U.S.S.R. "WESTVACA," VOY. I-OUT.  
FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.  
Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Export, Hongkong, before bills of Lading can be countersigned.  
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 10th, at 10 o'clock.  
All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.  
No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 15th, will be subject to rent.  
No Fire Insurance whatever will be effected.  
Bills of Lading for counter-signing immediately.  
PACIFIC MAIL STEAMSHIP COMPANY, ALEXANDRIA BUILDINGS.  
Hongkong, June 4th, 1919. [850]

INDO-CHINA STEAM NAVIGATION CO., LTD.  
NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamer "KWAISANG" having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by June 11th, at Noon will be subject to rent.  
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.  
Hongkong, June 4th, 1919. [851]

HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members, has now been exhausted. All moneys paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.

UNION INSURANCE SOCIETY OF CANTON, LTD.

Hon. Secretary [738]

## INTIMATIONS

## NOTICE.

I HAVE This Day Established myself as Merchant and Commission Agent under the style of RIBEIRO, SON & CO. Old Supreme Court Building, (Ground Floor).  
Y. F. V. RIBEIRO. [840]  
Hongkong, June 2nd, 1919.

## NOTICE.

THE Undersigned have been appointed Sole Agents in Hongkong for the Sale of the "BATTLESHIP" Brand of Flour manufactured by the MOW SING and FOH SING FLOUR MILLS of WUSIEH and SHANGHAI.  
H. SKOTT & CO.  
Prince's Buildings, 3, Chater Road, Hongkong, June 2nd, 1919. [839]

## NOTICE.

WE HAVE REMOVED our Offices from St. George's Building, 2nd floor to Horne's Buildings, 4th Floor, Rooms Nos. 1, 2, 3 and 4. All communications should be addressed to our New Address.  
GERIN, DREYARD & CO. [838]

## NOTICE OF REMOVAL.

SUN MAN WOO CO. Shipchangers, Naval Contractors, and General Providers, have this day REMOVED from Nos. 18 & 19, Connaught Road Central, to new premises at Nos. 99 & 101, Des Voeux Road Central, opposite to west corner of this Central Market. Telephone 309.  
Hongkong, May 28th, 1919. [804]

## VICTORIA DISPENSARY.

## NOTICE.

THE BUSINESS hitherto conducted by the above pharmacy at 33, Queen's Road Central, will on 15th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take over the stocks, proprietary medicines and prescriptions books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.  
F. W. STAPLETON, Manager.  
Hongkong, May 28th, 1919. [832]

## K WONG FIAT.

## NEWLY ESTABLISHED.

## DEALERS IN

ALL kinds of IVORY, SANDALWOOD, MOHAI-OF-PEARL and SILVER WARES, WHOLESALE AND RETAIL.  
37, QUEEN'S ROAD CENTRAL, HONGKONG. [816]

## WANTED IMMEDIATELY.

SECOND ENGINEER for British Steamer "SHIMAN."  
Apply—  
GERMINAL CIGAR STORE, 18, Nathan Road, Kowloon. [837]

## TO LET.

NO. 4, BROADWOOD ROAD, NO. UNFURNISHED BROADWOOD ROAD, FURNISHED.  
For particulars apply to—  
GEO. R. HALL BRITTON & CO., York Building, Chater Road Hongkong. [814]

## TO BE LET FURNISHED.

NO. 7, MOUNTAIN VIEW, THE PEAK.  
Apply to—  
W. L. PATTENDEN, GILMAN & CO., LTD., 84, Des Voeux Road Central. [787]

## TO LET.

AT THE PEAK, with immediate possession, NO. 3, MOUNTAIN VIEW, Furnished or Unfurnished.  
Apply to—  
H. E. POLLOCK, Supreme Court. [735]

## TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.  
Address—  
Care of "Daily Press" Office. [863]

## TO LET.

NO. 102, THE PEAK, 6-roomed House at the Peak.  
Apply to—  
PERCY SMITH SEETH & FLEMING. [822]

## THE PEAK.

FOR SALE A FIVE-ROOMED Residence.  
For particulars apply to—  
Care of "Daily Press" Office. [734]

## TO LET.

A FLAT in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings. [81]

## INTIMATIONS

THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS will be held at the Office of the Company, St. George's Building, Hongkong, on FRIDAY, JUNE 5th, 1919, at 12 o'clock, Noon, pursuant to Section 68 (3) of the Companies Ordinance of 1911.  
SHEWAN, TOMES & CO., General Managers. [834]  
Hongkong, May 29th, 1919.

## HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, JUNE 7th, commencing at 4 P.M.  
The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.  
Soldiers and Sailors in uniform Free.  
The Committee invite the Ladies of Hongkong to be present.  
H. B. L. DOWBIGGIN, Hon. Secretary. [844]  
Hongkong, June 2nd, 1919.

## G. S. R.

## NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.  
Applicants will be required to produce Passports or identification papers.  
All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.  
Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine not exceeding \$50.  
40

## RAW SILK EXPORTERS.

P. MUGGIANT, 14 RUE DESIRF, LYON SILK MERCHANT, See to represent as Agent in Lyons (France) Exporters of Raw Silk from Canton. Excellent references and connections.  
Thorough Experience.  
Offices and warehouse established. [828]

## S.S. "TENASSERIM."

## (LATE P. HENDERSON LINE).

## (LLOYD'S REGISTER No. 388).

THE Undersigned are prepared to receive TENDERS in writing for the purchase of this vessel which has been damaged by fire and now lying at Bangkok.  
A deposit amounting to 10% of the Tender must be required before the same is submitted to the Owners.  
On acceptance of an offer the buyer to pay immediately the purchase money in cash, and take delivery of the ship at the new Hong Kong Harbour Dues, Crew's Wages and other charges to be for the account of buyers from date of sale.  
A permit to inspect the ship may be obtained on application.  
A sale to approved Foreign Owners might be entertained.  
The owners do not bind themselves to accept the highest or any Tender.  
GILMAN & CO., LTD., Lloyd's Agents. [845]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRAZIL, AMERICA, COAST, AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about JULY 5th, 1919, taking cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.  
Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseille and London.  
Parcels will be received at the Office until 2 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, sailing dates, etc., apply to—  
MACKINNON, MACKENZIE & CO., Agents, P. & O. S. N. Co.  
Post Box 113, 83, Des Voeux Road Central.

PALACE HOTEL, KOWLOON, Corner of Hap Hong and Hankow Roads.

T. K. S. Tel. Address: Palace.

TWO Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurbished, is now up to date in every respect and under English Management.  
Ordinary under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.  
Special Arrangements for Families on Application to—  
J. H. O'BERRY, Proprietor. [109]

## INTIMATION



BY APPOINTMENT.

WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC,

DRY.

Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Bottles, \$1.20 Per Dozen.

Splits, 70 cts. "

A. S. WATSON & CO., LIMITED.

STERILIZED WATER MANUFACTURERS

Tel. 438 [12]

## DEATH.

BALDWIN.—At San Francisco, on May 25th, WILLIAM BALDWIN, late manager Paraffine Paint Company of San Francisco (by cable). [848]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 5th, 1919.

## A QUESTIONABLE PROCEDURE

From time to time we have felt it our duty to protest, either publicly or privately, against the attempts of those in authority in this Colony arbitrarily to curtail the freedom of the Press. Once again we are constrained to do the same thing, owing to an incident which occurred at the Magistracy yesterday afternoon, when a Police Sergeant was charged with an indecent offence. Mr. R. E. LINDSAY, whose duty it was to hear the case, insisted on the general public and the newspaper reporters leaving the Court. As in the whole of our experience of Courts of Justice, which is probably more extensive than that of the learned magistrate, we have never known of such a course being taken before, we have gone to the trouble of consulting the local Magistrates' Ordinance, and we find it therein stated that

"The room or place in which a Magistrate sits to hear and try any complaint or information shall be deemed an open and public Court, to which the public generally may have access, so far as the same can conveniently contain them, unless the Magistrate otherwise directs where the evidence is of an indecent character, in which case he shall make a note on the depositions of the direction which he has given."

Apparently, therefore, if the term "public" is taken to include "the Press"—an assumption which does not necessarily follow, as we shall show later—the Magistrate was acting strictly within the powers conferred upon him by the local Legislature. There is, however, a wider consideration than this, and it is whether he was acting wisely.

Presumably he was anxious to prevent the morals of the public from being corrupted by the publication of unwholesome details, but he can safely leave that aspect of the matter to those who are responsible for conducting the newspapers. We are quite satisfied from a news point of view with the finding of the Court, but it is wrong in principle, and we resent the reflection cast upon us and our readers. In his unnecessary concern for the public morals Mr. LINDSAY has unfortunately overlooked the fact that in this case it was very desirable, as the *China Mail* points out, for the Crown to have impartial witnesses present to testify to the proper conduct of the proceedings. It will be interesting to see whether, in the event of the case being sent for trial, the Supreme Court will follow the Magistrate's example.

In availing themselves of the discretion permitted them by the local Ordinance, our local magistrates would be well advised to remember that, subject to a general power of the Court to exclude the public where the interests of justice require it, it is an axiom of English law that the administration of justice should be open to the whole world. Unless there are reasons of great weight against it, the public should have the means of knowledge which a trial in open Court affords. There are admittedly various classes of cases where the interests of justice require the exclusion of the public from the hearing, such, for example, as suits affecting wards, lunacy proceedings, and cases involving trade secrets where secrecy is the essence of the cause. Except in these cases and in cases under the Incest Act, 1908, however, it does not appear that a judge trying a criminal case has any power to exclude the public in general and to hear the case in camera. If any such power exists we have never known it to be exercised. Even in a case under the Incest Act of 1908, at the Central Criminal Court, early this year, Mr. Justice DARLING uttered a strong protest against the operation of that Act, which stipulates that trials under its provisions must be heard in camera. He was told that at that Court it was unusual for the reporters even to mention that such cases were being tried. Thus people might never know that an accused man had been acquitted. In the cases he had tried during the last two days one man had been acquitted and one convicted. He thought it would be much better if these cases were heard publicly. No more harm could be done by publicity. How it was that Parliament enacted that these cases must be heard in secret he did not know. It was a variation of the law of the country. He had tried a great many such cases, and he desired to say that, in his judgment, more harm than good was done by hearing them in camera. If they were tried in public, justice would be done to the people charged, and the public would be provided with the knowledge as to what was really the moral condition of the country. Cases of Incest are no more indecent in their details than any other cases of sexual offences. In indecent cases the Court has power, under the Children's Act of 1908, to clear the Court while a child or young person is giving evidence, though in this instance the *Legislation has expressly provided against the exclusion of bona-fide representatives of the Press.*

In *Scott v. Scott*, 1913, the Lord Chancellor said: "Whatever may have been the power of the Ecclesiastical Courts the power of an ordinary Court of Justice to hear in private cannot rest merely on the discretion of the judge or on his individual view that it is desirable for the sake of public decency or morality that the hearing should take place in private. If there is any exception to the broad principle which requires the administration of justice to take place in the open Court that exception must be based on the application of some other and over-riding principle which defines the field of exception and does not leave its limits to the individual discretion of the Judge. If the evidence to be given is of such a character that it would be impracticable to force an unwilling witness to give it in public the case may come within the exception of the principle which requires the hearing in all but exceptional cases to take place in open Court. But a mere desire to consider feelings of delicacy, or of excluding from publicity details which it would be desirable not to publish, is not enough as the law now stands to prevent a public hearing. And, therefore, to justify an order for hearing in camera it must be shown that the paramount object of having that justice done would really be rather doubtful of attainment. Unless that can be shown, a public hearing must be insisted on in accordance with the rules which govern the general procedure in English Courts of Justice."

The latest estimates of loss of life in the eruption of the Kilauea volcano put the number of dead and missing at 50,000. The eruption threw out the whole of the contents of the crater lake, which were estimated to be about forty million cubic metres of water and mud. The stream of lava flowed at the speed of about thirty miles an hour, and the damage was shown, a public hearing must be insisted on in accordance with the rules which govern the general procedure in English Courts of Justice.

The exchange banks will be closed for the transaction of public business on Monday, June 9th.

The Police discovered nine dead bodies, including those of two infants, at different places in the Colony, on Tuesday.

Ten cases (eight deaths) of bubonic plague and one case (one death) of cerebro-spinal fever were reported in the Colony on Sunday and Monday.

After the recent affray the American sailors were not allowed on shore for two days. A threatened visit by some of them to a local newspaper office did not materialise.

Capt. Fisher, the Admiral's Flag Captain, and the rest of the Admiral's Staff leave for the North to-day, en route for Wei-hai-wei, where they will join Sir Frederick Tudor.

The periodicals in the reading-room at the City Hall are lamentably behind time. At least one cover, bearing the legend "Last Mail" upon it has a weekly magazine dated January 8th!

While a Chinese was working on the new road above the Cemeteries at Happy Valley, a rock fell on him and injured one of his legs. The man was removed to the Government Civil Hospital.

A special Criminal Sessions will be held on Saturday. There is only one case to be dealt with—that of a Chinese, of the Chinese Labour Corps, indicted for murdering another coolie in a British ship on the high seas.

On Tuesday evening, opposite the Royal Hongkong Yacht Club, motor-car No. 246 collided with a tram-car. The front wheels of the motor-car were damaged, and the footboard of the tram-car was smashed into matchwood.

An additional gift from Manila of two cases of tobacco cuttings, presented by La Insular Cigar Factory, has been received by the War Charities Committee for forwarding to London for distribution among the British Troops.

A Chinese "boy" employed by Mr. Hasasian, supervisor of the Repulse Bay Hotel, was knocked down by motor-cycle No. 141 near Deep Water Bay. He sustained injuries to his left thigh and right eye, and was removed to the Hospital.

Some of the Japanese shipping firms in Hongkong are refusing to take shipments for Chinese ports, on the ground that, owing to the boycott, they are not sure of being able to land the goods. Japanese shipping is being greatly disorganised by the boycott.

Inspector Watts produced a man, yesterday, at the Magistracy, and applied for an extradition warrant against him. The offences alleged against the man were that he kidnapped several people from a village in the neighbourhood of Canton. Mr. Hutchison remanded the case.

There are whispers of an inter-Port cricket match against Shanghai in the coming winter, possibly during the Christmas holidays. Although the Colony will not be as strong as in previous years, the Hongkong team, if properly chosen, can be depended upon to give a good account of itself.

A Chinese youth, working in a shop at Wahs, informed his master that he was going for a swim at West Point. As he did not return for several hours a search was made and his body was found on the foreshore a few miles away. The body was nude, indicating that the man was drowned while bathing.

A Chinese was fined \$5 at the Magistracy yesterday for obstruction. It appeared that defendant was wheeling a truck along the tramway in Des Voeux Road West and one wheel became stuck in the groove of the tram-line, with the consequence that five cars were held up, and the road was blocked for some time.

At a meeting of the Board of Directors of the Industrial and Commercial Bank, Ltd., last Monday, Mr. J. Using Ly, formerly of the Dupont National Bank of Washington, D.C., was appointed manager in succession to Mr. K. H. Chan, who has gone to the Hankow branch. Mr. Ly is an American University graduate and arrived from Canada a few days ago.

The latest estimates of loss of life in the eruption of the Kilauea volcano put the number of dead and missing at 50,000. The eruption threw out the whole of the contents of the crater lake, which were estimated to be about forty million cubic metres of water and mud. The stream of lava flowed at the speed of about thirty miles an hour, and the damage was shown, a public hearing must be insisted on in accordance with the rules which govern the general procedure in English Courts of Justice.



SEVERE DEFEAT OF BOLSHEVIKS IN SOUTH RUSSIA.



## BOLSHEVISM SWEEPING WESTWARDS.

## THE DANGER TO BE CONFRONTED.

Dr. Constantine Brown acted as special correspondent of the *Daily Chronicle* in a tour of journalistic investigation which led him from Turkey to Rumania and Southern Russia, and thence to the chief centres of Bolshevik activities in Hungary. In dealing with the Bolshevik menace in Hungary, he says:

The wave of Bolshevism is slowly but surely sweeping westwards. Old-time political and social institutions crumble before its advance and are swallowed up. From the Russian steppe it has passed to the plains of Hungary; it is already at the gates of Vienna, and now we learn that the dreaded "Red Plague" is triumphant in Germany.

The complete acceptance by Hungary of the communist doctrines of Lenin and Trotsky must have staggered a wondering and conventional Western Europe. At first sight the establishment of a Soviet Republic in Hungary and the adhesion of the whole people, from army commanders to peasants, to Bolshevik institutions, would seem inexplicable.

But there are two underlying causes which contributed to this result.

One is that Western statesmen have never fully realised the magnitude nor possibilities of the Bolshevik movement. Another is that apathy and indifference, if you like, have characterised the attitude of the *Entente* "physicians" in the handling of this dread disease of the body politic.

Bolshevism is highly organised; behind it stand brains and driving force. It has well-defined aims and ambitions, and marches straight towards its objective over the ruins of kingdoms and institutions.

All of its leaders, and especially those in Hungary, are not the wise-eyed, long-haired, unkempt, noisy-boasted individuals caricatured in the comic press.

In Hungary our policy actively aided the development of Bolshevism. For instance, the Hungarian army was never disbanded following the signing of the armistice.

There was a military discipline force, ready to hand and ripe for any mischief, ready to strike when the opportunity arose, and it was not long in presenting itself.

## HUNGARIAN PATRIOTISM.

Political discontent was bred because no Hungarian worthy of the name, be he noble or peasant, would stand idly by and see his country dismembered by a body of eminent and unprincipled ideologists gathered round a Conference table in Paris.

Rumania was to have one slice of Hungarian territory and Serbia another. During my recent tour through Hungary I was impressed by the bold and fervid patriotism of the people. "Our country before all" is their motto.

They are keener nationalists to-day (in the Hungarian sense) than they were when yoked to the lumbering chariot of the Dual Kingdom; they ever kept alive the principle of self-determination.

What has happened! Despairing of finding any other remedy, Karolyi has turned Bolshevik in the hope of preserving his country intact. He connived at the Revolution while to the outward *Entente* world he professed himself to be powerless to resist it.

In Bela Kun, the present Foreign Commissary of the Hungarian Soviet Republic, and in Dr. Rakowsky, a renegade Rumanian and a one-time German agent, he found two admirable accomplices.

These are the two men with whom General Smuts discussed the basis of an agreement in Budapest.

For a more thorough understanding of the Hungarian Soviet movement, it is necessary to know something of the two men who stand behind it.

Bela Kun was formerly a journalist on the staff of a Budapest newspaper. While acting as war correspondent in Galicia he was captured by the Russians, and was sent as a prisoner of war to Siberia.

There he appears to have turned to Bolshevism as an easy step, perhaps, for a man who was always noted for his extreme Socialist views.

On his release he made his way back to his native country, and set to work to preach the gospel of Communism, and to pave the way for the establishment of a Soviet Republic.

He is a man of education and a certain culture, and amongst the realists who profess the anarchistic creed of Lenin and Trotsky would be classed as a "moderate."

His political outlook at present does not take him beyond the confines of Hungary. He proclaims that at present and as far as he is personally concerned, the

rest of the world may "go hang," and that he will be well content if he achieves, by his own peculiar methods, the complete political and social liberation of Hungary.

**RAKOWSKY THE FIREBRAND.**

Rakowsky, on the other hand, drama of and works for the complete Soviet subjugation of South-Eastern and Western Europe. He is pledged to carry the banner of Bolshevism in triumph from the Transylvanian Alps to the Danube delta, and from Budapest to Paris.

Rakowsky was always a noted political firebrand, and is unquestionably a wholehearted anti-Bolshevik. He became violently anti-Bolshevik when Bulgaria was beaten in the Balkan war and his native town passed under the Rumanian flag.

Arrested as a German spy, he was released from prison in Rumania by Russian revolutionary soldiers. Then he engineered a plot for "removing" the Rumanian King and his Consort. It failed, so Rakowsky slipped over the Rumanian frontier and became Bolshevik.

High Commissioner at Odessa, and the Russian Soviet Government afterwards appointed him its Minister to Hungary.

Of the two men, this Hungarian and Bulgarian banded together for the pulling down of the old-established order of things, Rakowsky is the more unscrupulous; he has something of Lenin's iron will and his cold and relentless determination in combating the enemies of the "Cause."

**COUNTRY NOT STARVING.**

It is a gross error to suppose that the Hungarian Soviets are hampered in their activities for either lack of money, men, arms, or supplies. Herein lies at once their own strength and their danger to the rest of Europe.

Hungary is not starving. Travelling through the country on my way to England, I saw flocks and herds in abundance on the Hungarian plains.

Food supplies are plentiful. The Hungarian army is equipped and ready for war, and it has made common cause with the Bolsheviks. It has artillery, aeroplanes and ammunition.

The day before my arrival at Segedin, Soviet aeroplanes flew over and dropped propaganda leaflets among the soldiers of the French army of occupation. The grammar was execrable, but the meaning of the leaflets was clear.

"Join us, free France, and help to make possible the Brotherhood of the Workers of the World," was the pith of the Soviet plan dropped from the sky.

No one more than the Bolsheviks realise the value of propaganda and the power of that very useful agent—gold. Hence they are collectors of bullion on an extensive scale.

I found that their chief source of supply, singular as it may appear, was Constantinople.

**BURIED GOLD.**

On Turkey coming into the war the money-changers of the Turkish capital promptly buried their gold to prevent it being commandeered by the Government. Now it is being dug up again.

During my wanderings in Pera, the European quarter of Constantinople, I saw the windows of the money-changers full of Turkish, French, and English coined gold.

The most lamentable part of the business in that Bolshevik agent's buying in large quantities, the current rate of exchange being about 12 Russian roubles for a 50-franc piece.

"An extensive traffic of this kind goes on; as far as I could see no attempt was made to stop it, and so here, in the open market of Pera, the Allies, by their inaction, are helping to fill the depleted treasury chest of their enemies and supply them with the wherewithal to wage war on humanity."

The gold thus obtained in Constantinople is sent to Odessa, and thence to Soviet centres in Russia and Hungary.

Little wonder that the forces of disorder and anarchy are winning everywhere!

**TERRITORIALS' WAR CASUALTIES.**

Mr. Churchill (Secretary for War) in a written reply to a question by Colonel Hall Walker states: "The strength of the Territorial Force on July 1st, 1914, excluding officers and permanent staff, was 233,884, and the number of recruits taken between that date and June 30th, 1916, was 883,989. As regards casualties, the figures are subject to revision, and at present they probably include some attached men not belonging to the Territorial Force, but the latest figures covering the whole period of the war, and excluding officers, are:—Killed, 115,576; killed, wounded, and missing, 541,935; total 657,511."

## AID FOR DISABLED MEN.

## PROPOSED LAND SETTLEMENTS.

Ever since 1915 a committee, which owed its inception to Mr. Thomas H. Mawson, has been engaged in making preliminary investigations as to the best way of assisting the men "broke in our wars."

The work done has resulted in the formation of a body named "Industrial Settlements for Partially Disabled Soldiers and Sailors," which is already influentially supported, and which now appeals for funds and general support from the public.

A meeting to discuss the future policy and programme of the organisation was held at Claridge's Hotel on April 3rd.

Lord Queensborough, who, was in the chair, referred to the society's powerful list of supporters, which included the country's foremost admirals and generals, and representatives of the Church and of the House of Lords and House of Commons.

They were engaged, he said, in no charity. Their object was to establish a central organisation for settlement schemes, which would be in the nature of a clearing house, and for that purpose a sum of at least £5,000 was needed, and it ought to be easily raised if the public saw they were running on the right lines.

It seemed to him important that there should be some central bureau directing voluntary efforts all over the country, and there would be greater weight through it in dealing with Government departments.

It was not intended to form any settlement except in a suitable place near a town or village, where the men could go for their recreation, and where they could send their children to school. Further, it was hoped that houses would be built, which would make the men comfortable in every way, and that the work they would be able to do would be remunerative and help to swell the trade of the country.

**NATIONAL VALUE OF THE DISABLED.**

Mr. Mawson outlined the intentions and hopes of the organisation. Its immediate work was the collection of funds for the effective support of their efforts in London and also for the promotion of district and county committees for establishing local settlements. Their policy was to further the establishment of industrial settlements for disabled Service men in any district where a suitable opening presented itself. Places would be chosen on main lines of communication, and the work of each settlement would be governed by the requirements and local conditions of the district.

Among the different projects suggested were afforestation, nurseries, bulb farms, standardised furniture, glass-blowing, and various other trades that had been chiefly in the hands of enemy countries. The working of the settlements was to be administered by local committees, who would be in touch with the central organisation in London. The scheme was to be a permanent one, and was neither a subsidised nor a training organisation. From the national point of view we could afford not to employ the disabled, for it was estimated that the productive enterprise of every 100,000 men possessing, say, an average of 60 per cent. of their normal capacity, would be £7,500,000. They could only hope to provide for the necessities of the disabled when the Government and voluntary effort supplemented each other. At Moorish Flats, near Grange-over-Sands, a survey for reclamation purposes was being carried out by the Board of Agriculture, and after its proposed reclamation the area would be handed over to their organisation, and it was intended to convert it into a nursery and bulb farm. The success of the society had begun, and two local committees were already active at work, while another was ready to start. Valuable gifts of land and option had been made, and if the public supported the society as it deserved there would soon be other schemes under way. (Hear, hear.)

Sergeant-Major Tozeland, Royal Fusiliers, who has been engaged in educational work in the military hospitals, said that great fear of partially-disabled men was that in their condition they would not be physically fit to stand up against the fierce competition of these times. Such a scheme as had been put forward would, if fully understood, be welcomed by them, but they must be convinced that in the settlements they would retain their individuality and the privacy of their homes. There should not be the slightest hint of communal life. The scheme gleamed like a star of hope to disabled men, who dreaded unemployment and the prospect of life with their families in almshouses.

Mrs. Holford, who has been identified with the work for disabled men, carried on at Rochampton, urged that those who had lost both legs, those whose knee should be brought together in two or three special settlements, where one of the industries carried on should be that of making artificial limbs.

## N. Y. EVENING SUN.

To judge by the enthusiasm of last night's audience at the opening of "My Four Years in Germany," dramatized from Ambassador Gerard's book, the film is going to be a success.

A great deal of skill is used in presenting the episodes from Mr. Gerard's experience during his four years as Ambassador to Germany.

The real emotional appeal of the piece comes after a scene in which Mr. Gerard gets his passport and von Jagow says "Well, America won't fight anyhow." Then a number of scenes telling of America's participation in the war are shown as an answer to Germany's sneer. Last night's audience showed a high pitch of enthusiasm. Men and women clapped their hands until they were sure and shouted until their throats were hoarse.

**NEW YORK TRIBUNE.**

It is a plain statement of facts, by Ambassador James W. Gerard, and the things which are shown on the screen, actual scenes, will do more to rouse the thoughtless to action than a million reels of less to action than a million reels of quasi-patriotic films, with their bigoted Belgian maidens and their bestial Boche.

Such a picture is bound to make one pause, and it is probable that every man who leaves the theatre feels that he has a right to the clothes he is wearing.

The prisoners of war are starving and going mad. They are beaten and tortured and interned with Russians suffering from typhus. The German prisoners of war are also shown. Their treatment is quite different, presumably because their jailers lack "Kultur."

**NEW YORK HERALD.**

"My Four Years in Germany," meaning James W. Gerard's record of his ambassadorship in Berlin, a photoplay of patriotic value and artistic importance, was received last night upon its presentation in the Knickerbocker Theatre with an outburst of applause and cheering unprecedented at such entertainments.

Mr. Gerard, the last American Ambassador at Berlin, was present, and in response to calls from the spectators made a brief address at the close of the presentation, in which he referred to President Wilson as the one man in the world who can bring the war to a successful end.

The photoplay is an adaptation of Mr. Gerard's book of the same title, and owing to the elaborate care exercised in casting and production in every detail, the narrative becomes intensely dramatic when pictured on the screen.

**NEW YORK WORLD.**

A moving picture version of "My Four Years in Germany," the book published by Former Ambassador Gerard shortly after his return from Berlin was shown before a packed house last night in the Knickerbocker Theatre.

The picture is a record of political events from the time when the German Government, convinced that a war was necessary to save militarism, brought on the conflict, up to the present day.

## What The Press Said

OF

AMBASSADOR JAMES W. GERARD'S

## "My Four Years in Germany"

FOLLOWING ITS OPENING MARCH 10th, 1918,

AT THE

Knickerbocker Theatre  
NEW YORK

## DRAMATIC MIRROR. EXHIBITORS' TRADE REVIEW.

In his book, "My Four Years in Germany," Ambassador James W. Gerard gave to the English-speaking world a document of vital import and unusual interest, primarily showing the reasons why America could do nothing else but go to war. The motion picture adaptation given to the screen the outstanding incidents of the book. That the result is a huge success is best illustrated by the reception the film received on the occasion of the opening performance of an indefinite engagement at the Knickerbocker Theatre. A fairly typical audience cheered, shouted and applauded. Those present were not displaying emotional hysteria either. It was genuinely stirred enthusiasm, overpowering and uncontrollable.

## S. Jay Kaufman in NEW YORK GLOBE.

Add "My Four Years in Germany" to the pictures that tiny list of them—that are memorable. Last night former Ambassador Gerard's book was flashed on a screen at the Knickerbocker Theatre before a magnificent audience—motors round to Ninth Avenue—and not a person left the theatre until the end. Which end was a word from Mr. Gerard himself. The value of the picture is obvious. But from the movie standpoint it is of more value because in the facts it puts a great slump into the atrocious stories usually filmed. What's more, no compromise is made. Each fact, "ouched for by Mr. Gerard," was done by William Nigh in thorough fashion. In this audience, people one doesn't often see at movie first nights. Among them Marjorie McCarroll, who said: "I want to see it again."

With the number of so-called "War pictures" on the market—one or two of them excellent and the others so palpably faked and false—it is refreshing, to say the least, to view one like "My Four Years in Germany."

How anyone, no race or creed barred, could view this picture and not be thrilled to the very core is beyond conception. It is a truly wonderful pictorialization of events, historically true, taken from the book of the same name, by Ambassador James W. Gerard, and visualized in a manner both interesting and entertaining.

The photography is perfect, the interior settings lifelike to the minutest detail, the exteriors well chosen and the acting of the principals and entire cast beyond criticism.

The portrayal of the Kaiser and his staff, the treatment accorded the Russian and English prisoners by the Germans; the capturing and deportation of the Belgian women, the killing of the old and the young; the shooting of other prisoners *en route* to the prison camps are shown in a manner too lifelike to be believed, but all in a manner that can't but bring the war "home" to those who view this picture.

The war with all its attending horrors cannot appear pleasing to a beholder, but it is interesting to learn at first hand just what "our boys" are going up against, and the masterly struggle of one of them who "promised dad I'd get six of 'em" is realistic in the extreme. He "gets" his six Germans, one after the other, and winds up by rescuing a comrade from the last.

The last reel is an answer to the Germans' "The Americans won't fight," and a picturization of Mr. Gerard's reply: "They won't eh." Scene after scene shows the U.S. troops training, marching and the West Point cadets in their wonderful machine like parade, compared to the Kaiser's finest hussars with their "goose-step."

The picture will be a box-office winner for any exhibitor and too much praise cannot be given it.

## MOTION PICTURE NEWS.

Ambassador James W. Gerard's widely read book, "My Four Years in Germany," relating his experiences as representative of the United States Government in the centre of Prussianism, makes a stirring patriotic propaganda as rendered into film form by Charles A. Logue, who prepared a scenario, and by William Nigh, who directed. Last Sunday night at the Knickerbocker Theatre when the film received its premier presentation, there was hardly a minute when the house did not ring with applause that turned into cheers. All the wily diplomacy with which the heads of the German nation sought to deceive the United States through its presentation, all the atrocities witnessed by Mr. Gerard, such as the mistreatment of the English prisoners, the deportation of helpless Belgian women, perpetrated without regard for any sense of international law—these and a large assortment of "views of Allied troops on the march make capital seeing for the man who goes into the theatre ready to have his emotions stirred against the common enemy.

## NEW YORK EVENING GLOBE.

The screen version of Ambassador Gerard's "My Four Years in Germany," had its first public presentation at the Knickerbocker Theatre last night. The picture begins with the Zabrera incident and ends with the Ambassador asking for his passport.

Those who read the book will find that the main incidents of the story of the intrigue and German perfidy are shown with lifelike detail. The chief characters in this great world drama are drawn with truth, and the story is held together with fine touches of the art of picture making.

There are shown numerous audiences with the Kaiser, and real German bluster is seen in the war lord's threat to the ambassador that "After this war Germany will stand no nonsense from the United States."

There is also pictured the Teutonic boast that America won't fight—a boast that has been made childish by the present appearance of hundreds of thousands of American soldiers in France.

Other pictures shown from the book include Germany's treatment of prisoners of war; the effort to bottle up the British fleet, which was frustrated through information furnished by Mr. Gerard; the brutality of the Germans toward the women and children of Belgium and Northern France, and the attitude of the German people toward their Government.

At no time is it necessary to resort to fiction to bring out the German character and to show the effort of the Kaiser to dominate the world.

The picture undoubtedly will have a great influence upon all those who see it, and should be a great factor in stirring up the people of this country to look our will conditions squarely in the face. They will have a chance to see pictured many things that do not greatly impress when seen merely on the printed page. Ambassador Gerard, who was among those who saw the picture at its first public presentation, made a short address.

**NEW YORK EVENING MAIL.**

Former Ambassador James W. Gerard's "My Four Years in Germany" had its first presentation as a photoplay last night at the Knickerbocker Theatre. The most significant occurrence of the evening was the enthusiasm which greeted interlarded pictures of United States troops, an enthusiasm which gathered force until the theatre was ringing with cheers.

The photoplay loses no opportunity to impress the spectator with the supposition that the Sarajevo incident was not accidental, but coolly and carefully planned by the German emperor and his advisers.

Two of the most interesting scenes of the picture are Mr. Gerard's visit to the prisoners' camp at Wittenberg and that in which he is given his passport. The German Government, it will be recalled, at first refused to supply Mr. Gerard and his official family with passports until he had signed an agreement whereby America promised to release German boats interned at American piers.

Mr. Gerard's refusal to sign on the dotted line and his statement that before doing so he "would stay in Germany until Hell froze over," supplied one of the exciting incidents of the evening. The audience applauded the scene wildly.

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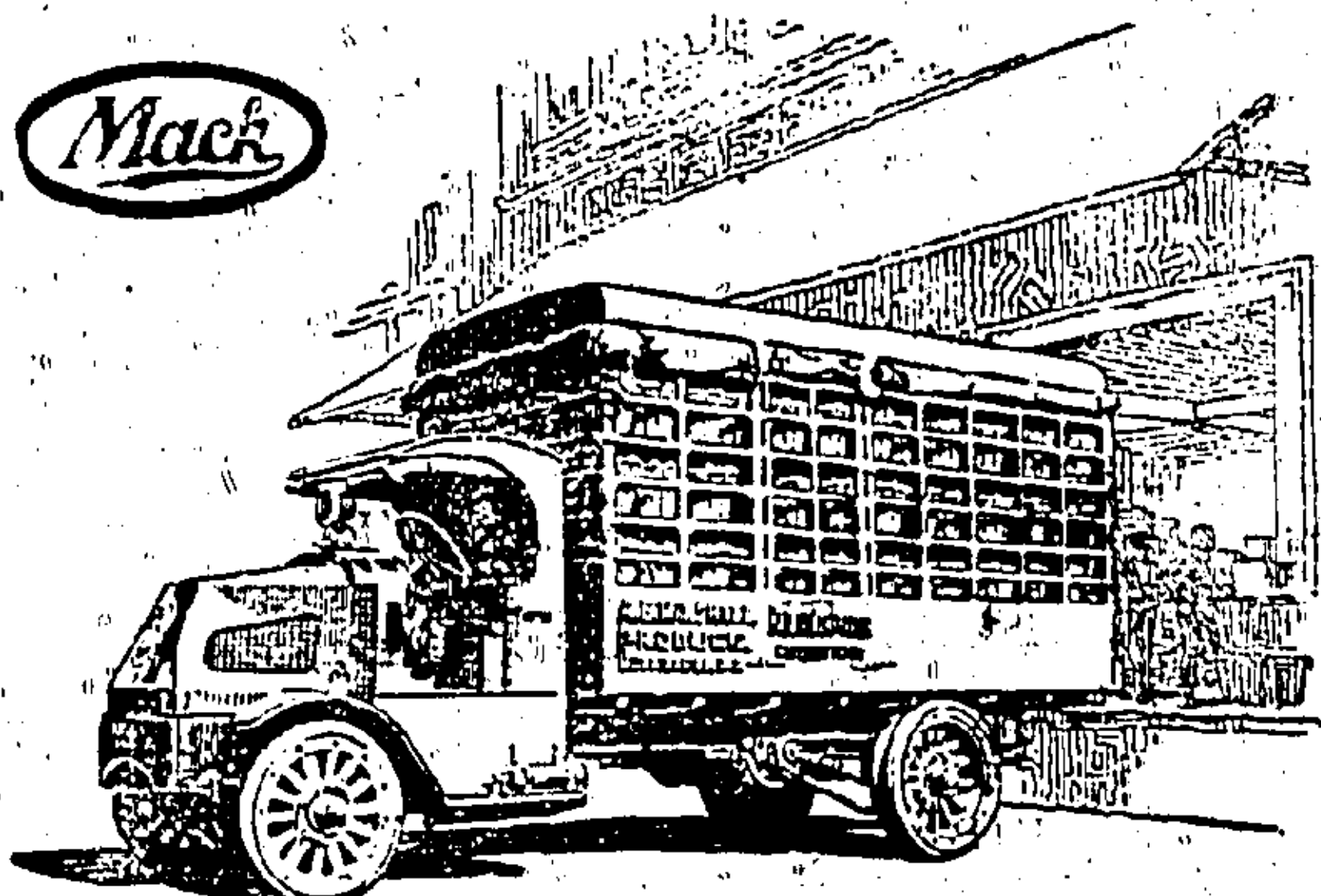
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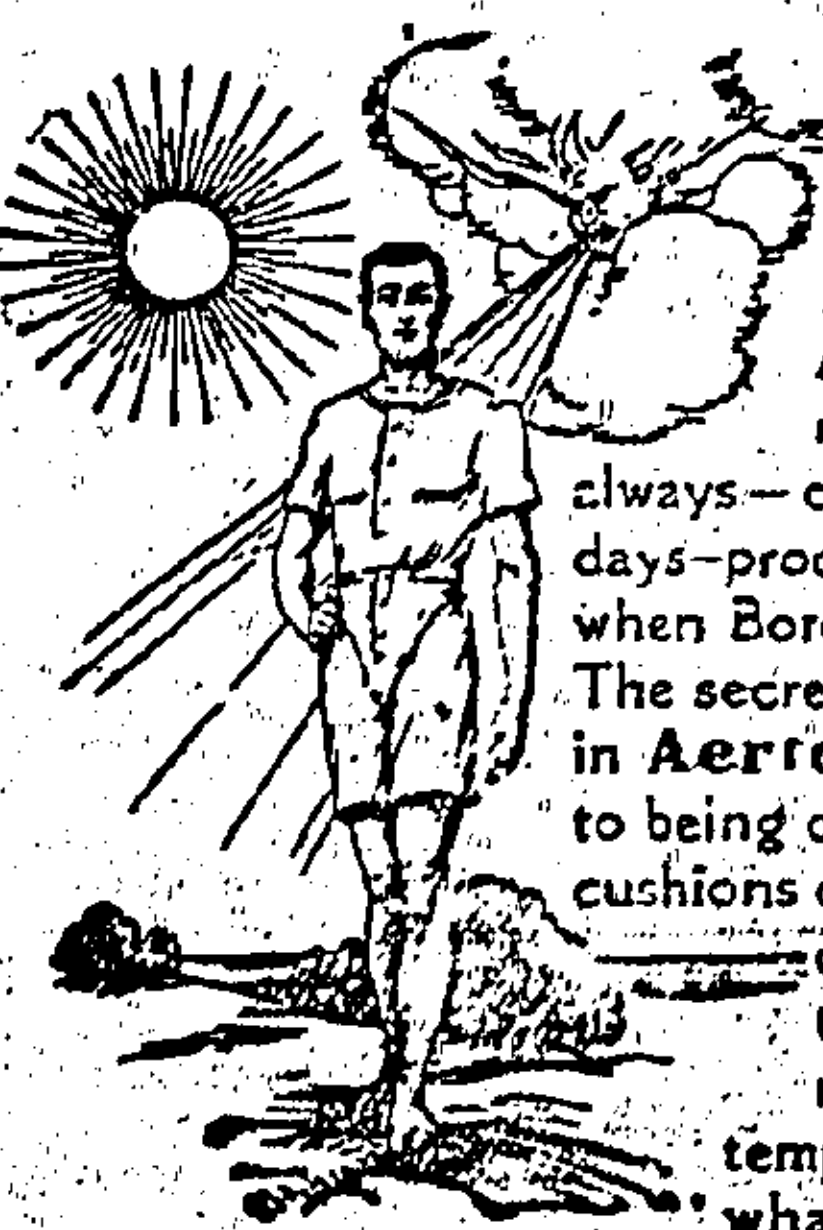
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## **CONDITION OF IRELAND.** **SINN FEIN AND THE POLICE.**

In the House of Lords, on April 14th, the Lord Chancellor moved the second reading of the Criminal Injuries (Ireland) Bill, the object of which, he said, was to secure in the most general way to every constable and officer of the law who was injured or killed as the result of violence in the execution of his duty, compensation to himself if he survived, or to his widow and family if his injuries proved fatal. It was not undecidable that it should be generally known in other countries that the need for such a bill at this moment was great. It was not uncommon to hear it said, even in Allied and friendly countries, and in our own Dominions, that this country was greatly to blame because its statesmanship had not been able to bring to pass the difficulties which had formed so melancholy a chapter in the history of the relations between Ireland and England. The critics should at least be sure that they appreciated the real nature of the problem which had to be dealt with. The result of the last election was to place in power throughout the whole of Ireland, with the exception of the Ulster counties, the Sinn Fein party. Side by side with this party existed an organisation of a semi-military character—the volunteer movement, which was directly encouraged by the Sinn Fein leaders.

His Lordship then read extracts from a Sinn Fein proclamation which had been proclaimed by the Government for "extreme adequate reasons." In this counter-proclamation the police were referred to as "dangerous spies," and the South Riding of Tipperary was "proclaimed" a military area with certain regulations. Among these was one which declared that a policeman found within the area after a date in February, 1919, should be deemed to have forfeited his life; and another provided a similar penalty for any person in the pay of England who assisted the police; and a third provided that informers should be shot. A further document, found on a man who was recently imprisoned, took the form of "volunteer orders." These read as follows:

The companies of — should be responsible for their respective barracks; shot-gun men under cover, to cover windows, while stormers smash in the doors. No mercy to resistors; burn barracks; use gillnets bombs if procurable.

That this was no isolated case, was proved by a newspaper which enjoyed a large circulation in Ireland, a newspaper the publishing office of which the Government had as yet been unable to discover. This newspaper declared that "the state of war between Ireland and England shall be perpetuated until the foreign garrison be evacuated," and that "the volunteers must be prepared for more drastic action and more strenuous activities than ever before since Easter, 1916."

His Lordship called attention to certain illustrations of the result of these incitements in order that they might appreciate the heroism and dauntlessness with which the police continued to carry on their duties. (Cheers.) The risks these men ran were not the risks of the soldier who went into battle with his battalion. They were run by one or two men in lonely and hostile districts, where, finally, perhaps, they became the victims of a cowardly assault behind a hedge.

After having given several instances of constables being gravely wounded by gunshots, the Lord Chancellor said that, in a large part of Ireland, outside Ulster, there was a determined attempt to carry out a policy which would make English Government impossible, and to do so by methods of assassination those men who were doing their duty to this country. Those of their Lordships who had stood out against placing the loyal province of Ulster under the other parts of Ireland might derive some satisfaction today from their policy, but they would be a resolute determination that men exposed daily and nightly to those risks should be protected by the whole force of the country—(cheers)—and if they fell in the course of their duty their relatives should be sufficiently compensated. The proposals were that the districts in which assassinations or outrages took place should adequately compensate those men. The Marquis of Salisbury said that for a long time they had watched the progress of Ireland from depth to depth in disorder. He hoped it would be made clear that the police should be allowed to defend themselves, while if anything did happen to them the provisions of this bill would be used to provide compensation.

The Marquis of Creve said that no one could fail to appreciate the loyalty and devotion of the Royal Irish Constabulary. The Lord Chancellor in his speech travelled somewhat outside the special purpose of the bill. The noble lord's knowledge of Ireland was perhaps somewhat partial and recent, although he was far from saying that the Lord Chancellor had exaggerated the gravity of the present situation. He was not sure, however, that the numbers of those who were prepared to indulge in violence were greater than in the past. What had happened was that the political sympathisers of the extremists had become more prominent, and less inclined than they had been to support order. He was glad that those devoted men who suffered in the cause of duty or their families should receive due compensation, and he hoped the bill would be passed without amendment. The bill was read a second time.

**WEATHER REPORT.**

June 4th, at 12.07—No return from Japan and Vladivostok. Pressure has decreased considerably at Wihaiwei and slightly elsewhere; it is lowest over Tongking.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1st, 16.40 inches, against an average of 20.35 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	W. wind, moderate; fine to 1 m.d., occasional rain.
Formosa Channel	The same as above.
South Coast of China between Hongkong and Loo Choo	The same as above.
South Coast of China between Loo Choo and Hainan	The same as above.

## **If you can't get me be sorry for yourself**

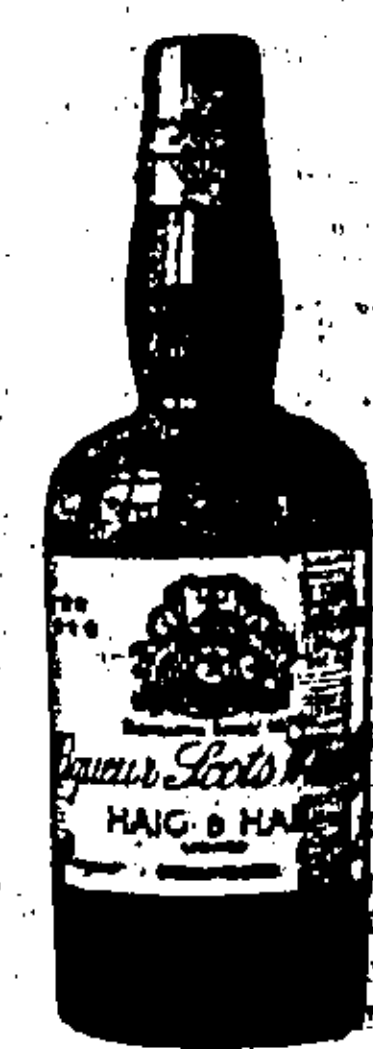
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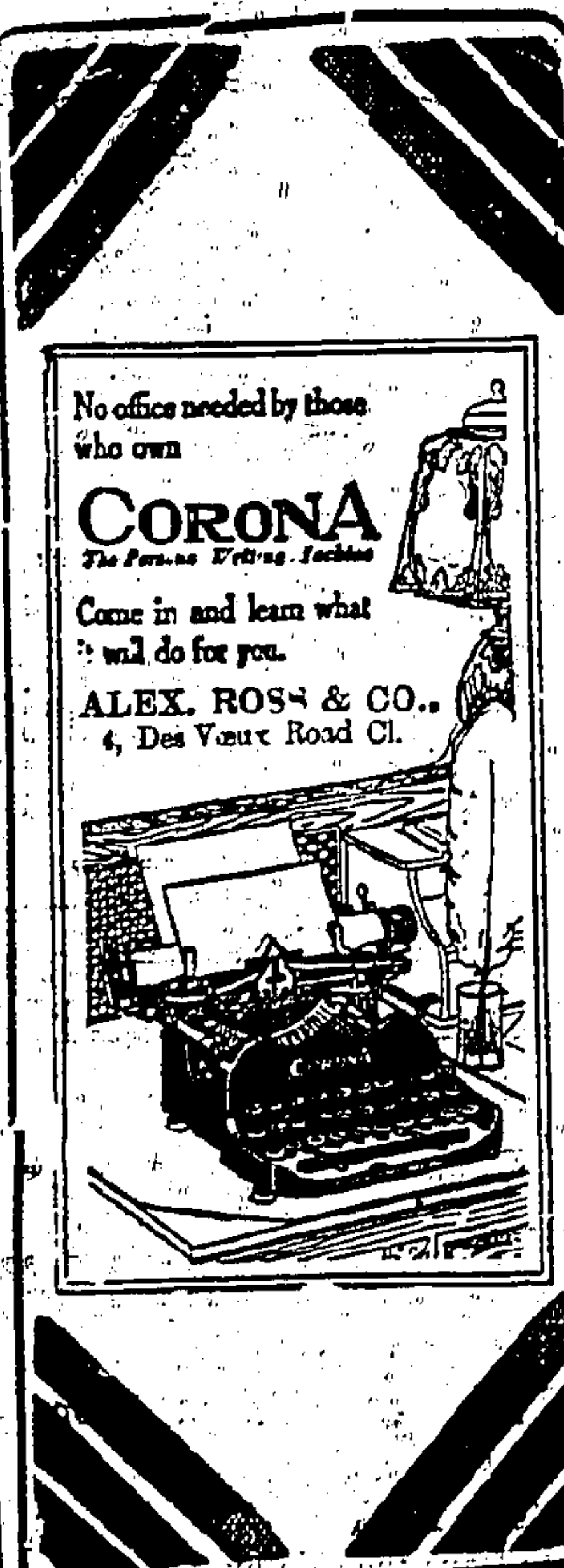
**P. Wigham-Richardson & Co.,**  
Limited,  
85, GRACECHURCH STREET,  
and at Lloyds, LONDON, E.C.3.  
Cable Address: "ARMADOREX," London.  
Courses, Burygate, Complete Fitting Course, Scotch, WATKINS A.B.C., A.L., Western Union.

Insurance Brokers, Coal Contractors,  
Brokers for the Chartering Sale, Purchase and Construction of Steamers, are open to represent firms desiring business effected in the London Market.

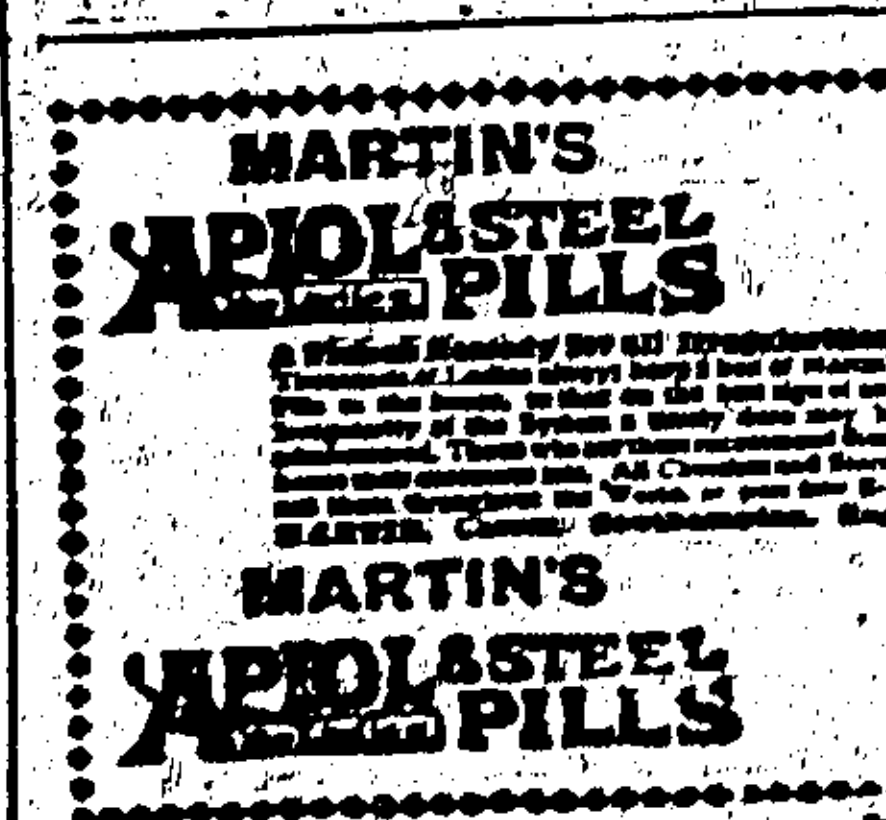


**PITTSBURGH STEEL CO.**  
Established 1875  
NEW YORK, U.S.A.  
Manufacturers of  
**"PITTSBURGH PERFECT" Galvanized BARBED WIRE**  
3 Point and 4 Point  
and other STEEL and WIRE PRODUCTS

**WAI KEE.**  
**FLAG & SAILMAKER.**  
No. 129, Des Voeux Road, Central  
Top Floor,  
**HONGKONG**  
Telephone No. 1833.



No office needed by those who own  
**CORONA**  
The Famous Writing Machine  
Come in and learn what it will do for you.  
**ALEX. ROSS & CO.,**  
4, Des Voeux Road Cl.



**MARTIN'S**  
**ANAPOL STEEL**  
**PILLS**  
A Medical Remedy for all rheumatic and muscular pains, and for all cases of indigestion, flatulence, and constipation. It is a powerful and reliable remedy, and is sold in all the leading pharmacies and chemists.  
**MARTIN'S**  
**ANAPOL STEEL**  
**PILLS**

**FRENCH LESSONS**  
G. MOUTON.  
11, MORRISON HILL ROAD.

## **OUTLER, PALMER & CO.'S** **NAPIER JOHNSTONE'S** **SQUARE BOTTLE WHISKY**



SOLE AGENTS IN HONGKONG AND SOUTH CHINA  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS.



**FOUCAULD**  
**BRANDY RUM**  
COLD MEDAL  
PARIS 1900  
ESTD 1847 AT  
COGNAC-FRANCE

**THE NEW FRENCH REMEDY**  
**THERAPION No. 1**  
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## SHIPPING NEWS

## ARRIVALS.

June 3rd.  
*Patriot*, British str., 1,004 tons, Capt. Le Brun, from Hong Kong, which port she left on May 27th, with a cargo of coal. Moller & Co.  
*Shuncheong*, Chinese str., 235 tons, Capt. Cordova, from Kwong Chow Wan and Macao, with a general cargo. Wo King & Co.  
*Tamui*, British str., 919 tons, Capt. De Wolf, from Wuhu, which port she left on May 30th, with a cargo of rice. B. & S.

June 4th.

*Calcutta Maru*, Japanese str., 3,189 tons, Capt. Shibata, from Singapore, with a general cargo, including rice.  
*Hakura*, British str., 1,135 tons, Capt. Stewart, from Foochow, with a general cargo. D. L. & Co.  
*Kwai Sang*, British str., 2,320 tons, Capt. Grant, from Calcutta and Singapore, which port she left on May 30th, with a general cargo. J. M. & Co.  
*Seikai Maru*, Japanese str., 343 tons, Capt. Sugara, from Singapore, which port she left on May 17th, with a general cargo. Y. K. K.  
*Suiyang*, British str., 1,594 tons, Capt. Gibbs, from Canton, with a general cargo. B. & S.  
*Toyo Maru*, Japanese str., 1,069 tons, Capt. Minata, from Singapore, which port she left on May 30th, with a cargo of rice. Carroll Bros.

## CLEARANCES.

June 3rd.

*Amur Maru*, for London.  
*Chik Shing*, for Haiphong.  
*Chidar*, for Bangkok.  
*Daitoku Maru*, for Haiphong.  
*Greeneth*, for Canton.  
*Hai Ping*, for Kwong Chow Wan.  
*Jade*, for Canton.  
*Kaipang*, for Haiphong.  
*Lok Sang*, for Haiphong.  
*Manapouri*, for Canton.  
*Quinnabang*, for Foochow.  
*Singaporean*, for Canton.  
*Tientsin*, for Shanghai.  
*Tjilatjap*, for Yoko.

June 4th.

*Chefoo*, for Wuhu.  
*Cornelia*, for Kwong Chow Wan.  
*Acho*, for Wuhu.  
*Kaipang*, for Haiphong.  
*Kwong Sang*, for Shanghai.  
*Lien Shing*, for Saigon.  
*Luchow*, for Bangkok.  
*Nanyo Maru*, for Penang.  
*Nanking Maru*, for Melbourne.  
*Nancy Miller*, for Shanghai.  
*Songma*, for Haiphong.  
*Sosho Maru*, for Takao.  
*Suiyang*, for Shanghai.  
*Tai Sze Ma*, for Fokohi.  
*Tamsui*, for Canton.  
*Wing Hany*, for Kwong Chow Wan.

## PASSENGERS.

## ARRIVALS.

Per s.s. *Haitan*, on June 4th.—Mr. H. P. Moore and Mr. Strange.  
 Per s.s. *Kwai Sang*, on June 4th.—Mr. and Mrs. Hall, Mr. Kuker, Mr. and Mrs. Harvey, Mrs. Mooney, and Mr. McLachlan.

## SHIPPING MOVEMENTS.

The s.s. *Gaelic Prince* is expected here from New York about the middle of June. Telegraphic advice from Manila states that the Pacific Mail Steamship Co.'s s.s. *Westpac* left that port on Sunday night, and will arrive here this morning.  
 The T.K.K. s.s. *Persia Maru* arrived at Yokohama on June 2nd and will sail on June 5th, as per schedule, being due at this port on June 13th.  
 The s.s. *Yanking* sailed from Shanghai on June 4th, and is due to arrive in Hongkong to-morrow afternoon.

## SHIP ON FIRE IN SUEZ CANAL.

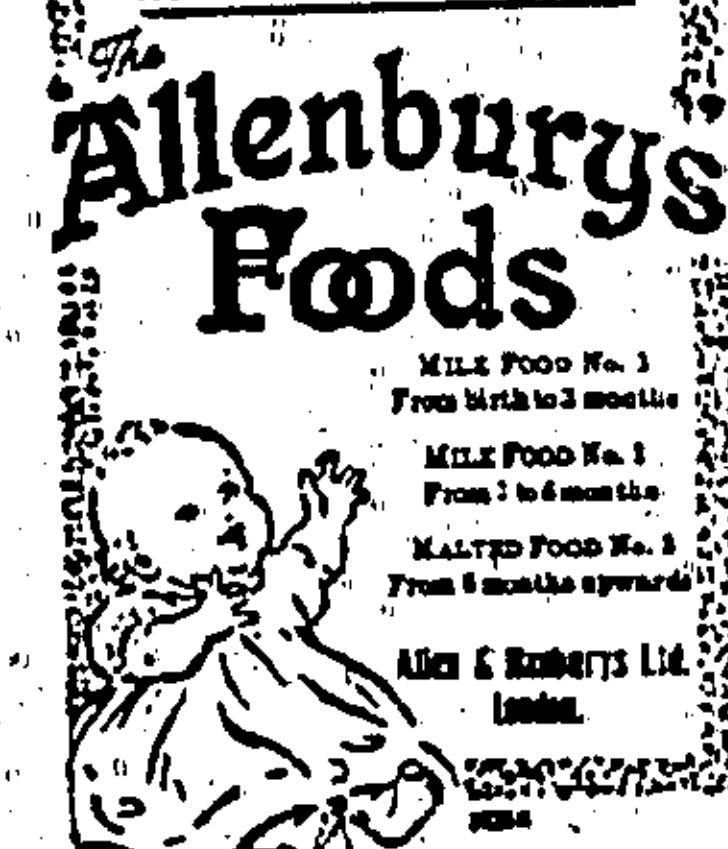
The French steamer *Admiral Ponty* arrived at Colombo on May 15th from Marseilles bound for Indo-China. The passengers included a large number of French infantry officers and men and their wives. In the Canal a fire occurred on board with disastrous consequences. It is surmised the fire was started by a cigarette spark, which set fire to the gunpowder magazine. A number of passengers, fearing the whole ship would catch fire, jumped overboard and were drowned. Several Annamites were burnt to death and over twenty-five are missing. The total casualties exceeded a hundred. The vessel put back to Port Said for provisional repairs and remained there five days. All deck cargo was completely destroyed. The *Admiral Ponty* resumed her voyage on May 28th.

## Making Sure of Baby's Health

It is widely known that daily milk carries germs of disease, and so serious is the danger of infection that medical specialists repeatedly utter strong warnings. How readily young babies fall victims can well be understood.

The 'Allensburys' Foods provide the requisite nourishment in a pure and portable form free from germs.

A PURE &amp; COMPLETE DIETARY



**FOR NERVOUS EXHAUSTION**

LOSS OF MEMORY AND DEBILITY

**CHAPOTEAUT'S PHOSPHO-CLYDRATE OF LIME**

It increases vital energy and nerve force, cures neurasthenia, dyspepsia, insomnia, and nervous diseases in adults and children.

IN CAPSULES IN WINE, AND IN SYRUP

## P. &amp; O. BRITISH INDIA &amp; AFAR LINES

(COMPANIES incorporated in ENGLAND).

TO  
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR  
 MARSEILLES AND LONDON  
 VIA STRAITS, COLOMBO AND PORT SAID.

SS.	Leave Hongkong about	Due Marseilles about	Due London about
NEURALIA	—	30th June	8th July

FOR BOMBAY VIA STRAITS &amp; COLOMBO.

"DUNERA"	8th July	Due Bombay about 26th July
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FOR CALCUTTA VIA STRAITS &amp; RANGOON.

"AREATOON APCAR"	11th June	Due Calcutta 3rd July
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FOR SHANGHAI MOJI KOBE, etc.

"JAPAN"	19th June	SHANGHAI & KOBE
"DUNERA"	24th June	SHANGHAI Only.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to  
 MACKINNON, MACKENZIE & CO.,  
 22, Des Voeux Road Central, HONGKONG.

## THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO. TRANS-PACIFIC FREIGHT SERVICE.

The following  
 U.S. Shipping Board Steamers  
 will be despatched for

SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN KNIGHT"	...	About August 1st.
"WEST HEMATITE"	...	" August 10th.

For PORTLAND Direct.

"WEST MUNHAM"	...	About June 25th.
"WEST CELINA"	...	" August 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

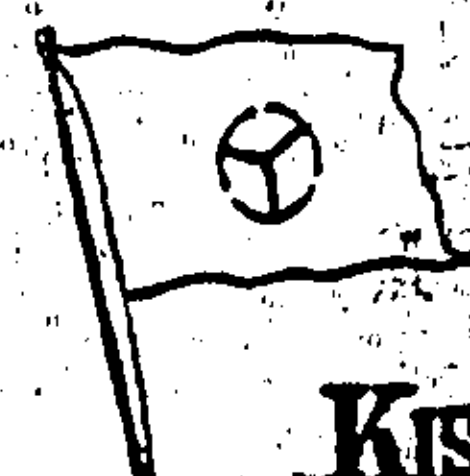
THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

TELEPHONE 2477 &amp; 2478.

Fifth Floor, HOTEL MANHATTAN.

## Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1... REGULAR SERVICE FOR  
 NANYO MARU No. 2... FREIGHT BETWEEN  
 NANYO MARU No. 3... HONGKONG, BANGKOK  
 SODEGAURA MARU... AND OR  
 KYODO MARU No. 13... SINGAPORE.  
 TAMON MARU No. 1...  
 ASOSAN MARU ...  
 CHEIAN MARU ...

FOR PARTICULARS PLEASE APPLY TO

M. KOBAYASHI,

AGENT.

TEL. 140 and 155.

Top Floor, KING'S BUILDING.

## KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KORE).

Branches and Representatives:—  
 TOKYO, OSAKA, LONDON, NEW YORK, PAKEN, BOMBAY, PORT SAID, CALCUTTA, KATATA,  
 BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIWAN, BANGKOK, SAIGON, YOKOHAMA,  
 SHANGHAI AND TIENTSIN.

Taking Cargo on through Bills of Lading to Pacific Coasts,  
 Japan, China, India, Java, North and South America, also to  
 Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to

OHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2102.

## CANADIAN PACIFIC OCEAN SERVICES LIMITED



## PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	Leave Hongkong	Arrive Vancouver
"EMPRESS OF ASIA"	11th June	30th June
"EMPRESS OF JAPAN"	26th June	16th July
"EMPRESS OF RUSSIA"	10th July	28th July
"MONTEAGLE"	22nd July	18th August
"EMPRESS OF ASIA"	7th August	25th August
"EMPRESS OF JAPAN"	20th August	10th September
"EMPRESS OF RUSSIA"	4th September	22nd September
"MONTEAGLE"	27th September	22nd October
"EMPRESS OF ASIA"	2nd October	20th October
"EMPRESS OF JAPAN"	15th October	5th November
"EMPRESS OF RUSSIA"	30th October	17th November

"FARES—HONGKONG TO EUROPE"

"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" ... Gold \$491.00  
 "EMPRESS OF JAPAN" "MONTEAGLE" ... Gold \$436.00  
 Payable in Local currency at demand rate on New York.

For particulars regarding passage rates, sailings and through bills of lading, apply to the General Agent, Passenger Dept., HONGKONG.  
 For freight rates and through bills of lading, apply to the General Agent, Freight Dept., HONGKONG.

## KONINKLYKE PACKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

## THE STEAMSHIP

## "VAN WAERWYCK"

will be despatched on June 12th, to,

SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

## JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents.

## THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAIYUAN"	...	June 6th, 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.  
 For freight or passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	PLACES	DATE
TIENTSIN via WEIHAWEI	"CHIPSING"	Thurs. 6th June, Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Fri. 6th June, 3 p.m.
SHANGHAI	"CHOYEANG"	Fri. 6th June, 6 p.m.
MANILA	"YUENANG"	Fri. 6th June, 9 p.m.
KOBE	"KWAISANG"	Sat. 7th June, 5 p.m.
SHANGHAI	"HOBSANG"	Tues. 10th June, 6 p.m.
SINGAPORE	"CHUNANG"	Tues. 10th June, 9 p.m.
HAIPHONG via HOIHOW	"TA-SANG"	Wed. 11th June, 3 p.m.
SANDAKAN	"HINSANG"	Wed. 11th June, 6 p.m.
MANILA	"LOONGSANG"	Fri. 13th June, 3 p.m.

CALCUTTA LINE.—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.  
 Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when circumstances permit.

SORBO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala Lumpur, Jesselton, Labuan, Tawau and Lahad Datt.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage apply to

JARDINE MATHESON &amp; CO., LTD.

Telephone No. 515.

General Managers.

## Fook Lee &amp; Co.

METAL &amp; HARDWARE MERCHANTS HOUSE &amp; SHIP BUILDING MATERIALS.

Head Office: Branch Office:

No. 2 &amp; 4, Hutter St. York Building, Chater Rd.

Telephone 1174. Telephone 1950.



## INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to SHIRAZ, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DUBLIN, BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.  
Managing Agents.

## "ELLERMAN" LINE.

(ELLERMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.  
General Agents.

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO	DATE
PAKHAI and HAIPHONG	"KAIPOH"	On	5th June, 10 A.M.
HONGKONG and BANGKOK	"LUCHOW"	On	5th June, 10 A.M.
SHANGHAI	"SUIYANG"	On	5th June, Noon.
SWATOW and SINGAPORE	"KANCHOW"	On	5th June, 3 P.M.
SHANGHAI and TSINGTAO	"CHENAN"	On	8th June, Noon.
CHUNKIANG & WUHU	"YANSUI"	On	8th June, Noon.
SHANGHAI	"YAN"	On	10th June, Noon.
SHANGHAI	"YONGKOW"	On	15th June, Noon.
SHANGHAI & TSINGTAO	"YINGCHOW"	On	15th June, Noon.
MANILA, Cebu & ILOIL	"TAMING"	On	24th June, 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular service between Canton, Hongkong, Shanghai (three-weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

BANGKOK LINE-Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

Telephone 38

## DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days)

"HAIYAN"	...   Capt. A. H. Stewart ...	FRIDAY,	5th June, at 1 P.M.
"HAIYONG"	...   Capt. J. W. Evans ...	TUESDAY,	10th June, at 1 P.M.
"QUINNEBAUG"	...   Capt. J. Medina ...	FRIDAY,	12th June, at 10 A.M.

Arrivals and Departures from the Company's Wharf (near Hakea Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIE & CO.,  
General Managers

P. & O. - BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

## MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	...	30th June	8th July

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	...	8th July

FOR

## CALCUTTA VIA STRAITS &amp; RANGOON.

ARRATOON: APCAR ... 11th June | 2nd July

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	19th June	SHANGHAI Only.
DUNERA	24th June	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.  
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU (calling Manila)	... Sunday, 22nd June, at 11 a.m.
KATORI MARU	... Sunday, 12th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU	... Friday, 13th June, at Noon.
AMBA MARU	... Friday, 27th June, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	... Wednesday, 25th June, at 11 a.m.
NIKKO MARU	... Wednesday, 22nd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU	... Sunday, 15th June.
-------------	------------------------

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	... Saturday, 14th June.
SHINRYU MARU	... end of June.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	... Wednesday, 25th June.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	... Saturday, 21st June, at 11 a.m.
AKI MARU	... Saturday, 18th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU	... Sunday, 8th June, at 11 a.m.
SADO MARU	... Tuesday, 17th June, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—  
NIPPON YUSEN KAISHA.  
Telephone Nos. 292 & 293.

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
PERSIA MARU	8,000	June 18th.
KOREA MARU	80,000	June 18th.
NIPPON MARU	11,000	July 7th.
TENYO MARU	22,000	July 20th.
SIBERIA MARU	30,000	July 29th.
SHINTO MARU	22,000	Aug. 13th.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIKA AND IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIKYO MARU	17,500	July, 19th.
ANYO MARU	18,500	Sept. 10th.
SEIKYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

T. DARGO, Manager,  
King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DEPARTURE	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about 17th June
	"ANDRE LEBON" ... 22,000	On or about 24th July.
	"PAUL LEON" ... 22,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT SAID ... "NERA" ... 10,000 ... On or about 17th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURRET,  
Agent,  
Queen's Building,

Telephone 740.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDES MARU" ... Tuesday, 10th June.

"ALTAI MARU" ... End of July.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SIAM MARU" ... Sunday, 15th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Saturday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Sunday, 15th June.

HAIPHONG, BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KOHO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CANADA MARU" ... Saturday, 7th June.

HAIPHONG—Three times a Month service.

"DAITOKU MARU" ... Sunday, 15th June.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOHU MARU" ... Thursday, 5th June, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager,  
No. 1, Queen's Building.

Tel. No. 744 and 745.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,800 tons, American Registry) "CHINA" (10,800 tons, American Registry)

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 18th, 1919. "CHINA" July 2nd, 1919.

[An unsurpassed high-class passenger service.]

For further information apply to—  
O. E. HILTZ, Freight and Passenger Agent,  
Lee House Street, Tel. 1845.

Prince's Building

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS  
"ECUADOR," "VENEZUELA" and "COLOMBIA,"  
14,000 tons each.

HONGKONG TO SAN FRANCISCO,  
VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.  
THE SUREST ROUTE.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S. "WESTYACA" will sail for San Francisco, via Shanghai, Japan Ports on or about June 8th, 1919.

S.S. "ARCHER" will sail for Vladivostok, Seattle, San Francisco and New York on or about June 15th, 1919.

S.S. "VENEZUELA" will sail for San Francisco, via Shanghai, Japan Ports on or about June 18th, 1919.

S.S. "ECUADOR" will sail for San Francisco, via Shanghai, Japan Ports on or about July 18th, 1919.

S.S. "COLOMBIA" will sail for San Francisco, via Shanghai, Japan Ports on or about Aug. 13th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the steamer co-ops passengers cannot be surprised.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information apply to—  
COMPASS OFFICE in Alexander Building, Chater Road,  
Telephone 41.



## POST OFFICE NOTICE.

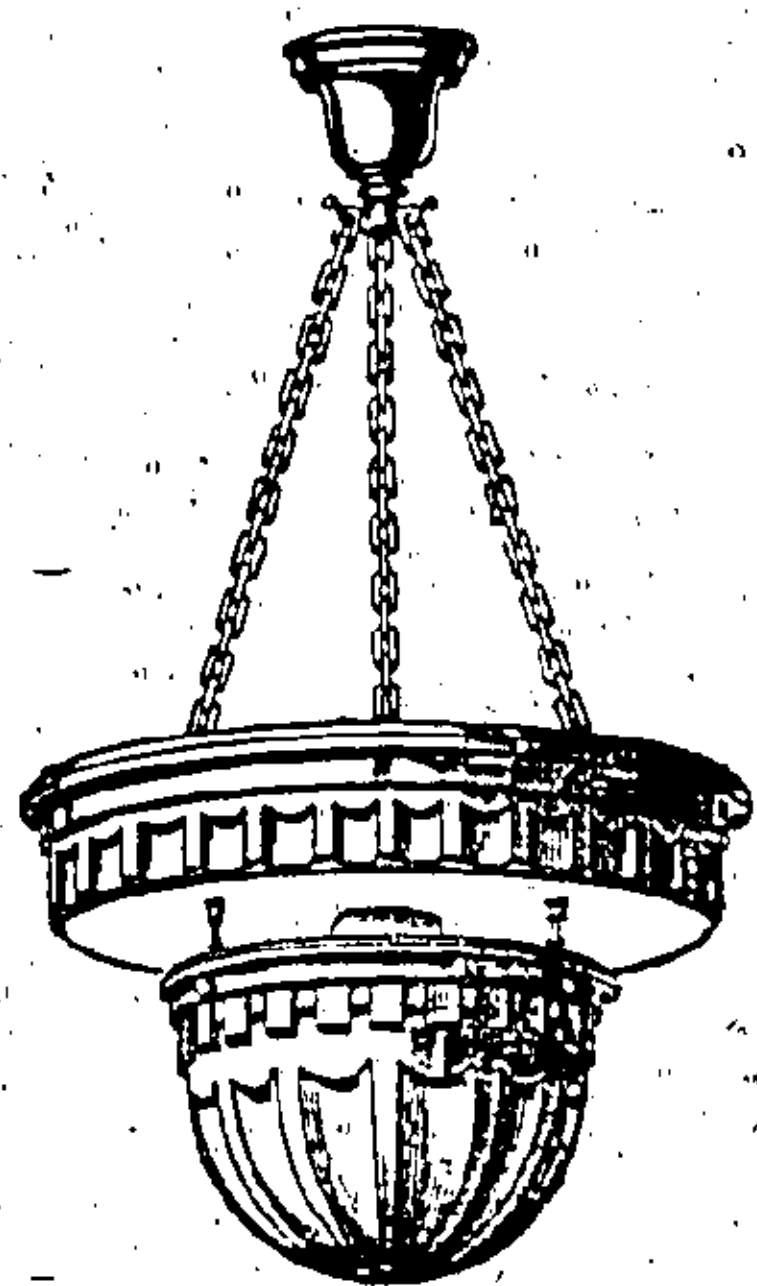
## OUTWARD MAILS.

For	Per	Date
Swatow, Amoy and Formosa via Takao	Sooku Maru	Thursday, 5th, 8.00 A.M.
Pakhoi and Haiphong	Kaifong	Thursday, 5th, 8.00 A.M.
Hohow and Bangkok	Luchow	Thursday, 5th, 11.00 A.M.
Shanghai and Canton	Chipsang	Thursday, 5th, 11.00 A.M.
Shanghai and North China	Suiyang	Thursday, 5th, 1.00 P.M.
Port Savard	Wa Sun	Thursday, 5th, 2.00 P.M.
Swatow, Amoy and Calcutta	Pookang	Thursday, 5th, 2.00 P.M.
Straits, Bangkok and Calcutta	Kanchow	Thursday, 5th, 2.00 P.M.
Swatow and Straits	War Drums	Thursday, 5th, 2.00 P.M.
Java and Port Moresby via Batavia	Choyang	Thursday, 5th, 5.00 P.M.
Shanghai and North China		
Japan via Moji and Seattle	Calcutta Maru	Friday, 6th, 9.00 A.M.
Swatow, Amoy and Fochow	Panama Maru	Friday, 6th, 9.00 A.M.
	Haitan	Friday, 6th, 1.00 P.M.

## ELECTRICAL FITTINGS

For the latest types of Lamps and Fans.  
Visit our Electrical Show Room at 11, Des Vaux Road.

One centre ceiling  
light replaces four  
or five ordinary  
bulbs and gives  
a more diffused  
light with the



Prepare for the  
warm weather and  
send your fans in  
to be cleaned and  
plated.

A new stock of  
the latest models  
due to arrive.

WILLIAM C. JACK &amp; CO., LTD.

## "ASAHI BEER"

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA PANAMA CANAL  
AND SINGAPORE.

## THE Steamship

## "TITAREOM"

having arrived, Consignees of Cargo by her  
are hereby informed that all Goods are being  
landed at their risk into Godowns and/or  
extra hazardous Godowns of the Hongkong  
& Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery  
may be obtained.

Goods not cleared by June 4th, 1919, will  
be subject to rent.  
All broken, chafed and damaged packages  
are to be left in the Godowns where they  
will be examined on June 3rd, 9.30 A.M.  
Claims against the Steamer must be pre-  
sented within 14 days of arrival, otherwise  
they will not be recognised.

No Fire Insurance will be effected.  
This Steamer brings on Cargo from New  
York originally intended for shipment per  
"KAZEMBE".

Ships of Lading will be counter-signed by  
THE BANK LINE LIMITED,  
Agents.

Hongkong, May 28th, 1919. [523]

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.,  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.

## CONSIGNEES per Company's steamer

## "TATHYBIUS"

are hereby notified that the Cargo will  
be discharged into Holt's Wharf, Kow-  
loon, where it will lie at Consignee's  
risk. The Cargo will be ready for  
delivery from Godown on and after  
June 2nd.

Optional cargo will be landed, unless  
notice has been given prior to steamer's  
arrival.

All broken, chafed, and damaged goods  
are to be left in the Godowns, where they  
will be examined on any Tuesday and  
Fridays between the hours of 10.45 a.m.  
and noon within the free storage period.

No claims will be admitted after the  
Goods have left the steamer's Godown  
and all Goods remaining undelivered  
after June 5th, will be subject to rent.  
All Claims against the Steamer must  
be presented to the undersigned on or  
before June 5th, or they will not be re-  
cognised.

No Fire Insurance will be effected.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, June 1st, 1919. [537]

## SEAMEN'S INSTITUTE.

31, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are  
now OPEN after extensive repairs.  
Reading and Writing Rooms, Billiard  
Room (two tables), Restaurant, Concert Hall  
and Meeting Room.  
Sleeping Accommodation—23 Cabins and  
70 Beds in Dormitories.  
All men of the Mercantile Marine, H.M.  
Navy and Army are welcome to use the  
Institute.

## FORTHCOMING EVENTS

TO-DAY.  
4.15 p.m.—Hongkong Horticultural Society  
Annual General Meeting.  
TO-NIGHT.  
8.15 p.m.—Coronet Theatre.

Place your orders early  
for  
FLAGS  
of  
Portugal and the  
ALLIES  
hemmed ready for use  
for  
PEACE  
CELEBRATIONS  
at moderate price.

GRACA & CO.  
No. 10, WYNDHAM STREET,  
HONGKONG.

P.O. Box 630 [53]

## COMMERCIAL.

## OPENING QUOTATIONS.

( LONDON.—	June 4th
Telegraphic Transfer	3/8 1/2
Bank Bills, on demand	3/6 1/2
Bank Bills, at 30 days' sight	3/6 1/2
Bank Bills, at 4 months' sight	3/7 1/2
Credit, at 4 months' sight	3/7 1/2
Domestic Bills, 4 months' sight	3/8
ON PARIS.—	
Bank Bills, on demand	5/5 1/2
Credit, at 4 months' sight	5/4 1/2
ON NEW YORK.—	
Bank Bills, on demand	8 1/2
Credit, at 90 days' sight	8 1/2
ON HONGKONG.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON CALCUTTA.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
ON SHANGHAI.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	150
ON YOKOHAMA.—On demand	150
ON MANILA.—On demand—Peace	150
ON SINGAPORE.—On demand	151
ON BATAVIA.—On demand	204 1/2
ON HAITONG.—On demand	nom.
ON RANGOON.—On demand	nom.
ON BANGKOK.—On demand	43 1/2
GOVERNMENT, Bank's Buying Rate	\$ 5.55 n.
GOLD LEAF, 100 fine, per tael	\$42.00
SILVER, per oz	\$34 1/2

## SUBSIDIARY COINS.

	Per cent.
Hongkong—30 cents piece	—\$0.00 Premium
Hongkong—10	—0.08 Discount
Canton—20	—5.41
Canton—10	—0.00

## HALF A CENTURY REPUTATIONS

DR. LECLERC'S PILLS FOR THE  
LIVER & KIDNEYS  
Invaluable for diseases of these important organs.  
Gravel, Pains in the Back, Gout, Rheumatism, etc.  
Pills for leading Chemists, or per free. Dr. Le  
Clerc, 11, Rue de Valenciennes, Paris, N.W.  
LONDON, ENGLAND. DEPOT: Paris, 12, Rue  
Cassiniere; New York, 90, Broadway Street;  
Toronto, 17, King Street; Australia, Sydney, 17, King  
Street; and Brisbane, 17, New Zealand Lane. Cal-  
cutta, 17, India, 17, Paul & Co., Calcutta.

[180]

## CHEESE CHEESE

We offer for sale  
AMERICAN CHEESE  
POTTED  
FRENCH  
COULOMMIER

Cheese is rich in protein and  
butter fat hence an important  
and valuable food.

THE DAIRY FARM ICE &  
COLD STORAGE CO., LTD.

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN BRANCH).

INCORPORATED BY SPECIAL IMPERIAL  
CHARTER, 1908.

Capital Subscribed ... Yen 30,000,000  
Capital (Paid-up) ... 27,500,000  
Reserve Funds ... 6,500,000

HEAD OFFICE:  
TAIPEI, FORMOSA.

## BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka,  
Moji.

FORMOSA—Gilan, Keelung, Keelung,  
Fuzhou, Shinghai, Keelung, Tientsin,  
Tientsin, Tientsin, Tientsin, Tientsin.

CHINA—Shanghai, Hankow, Kiangsu,  
Amoy, Fochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore,  
Sourabaya, Semarang, Batavia, Bona-  
bay, London, New York.

## LONDON BRANCHES:

CAPITAL AND CURRENCY BANK LONDON AND  
SOUTH-WESTERN BANK, PARIS, BANK.

The Bank has Correspondents in Com-  
mercial Centers in the European Continent,  
Russia, Manchuria, Tientsin, Chosen, Japan,  
Indo-China, Siam, India, Philippines Islands,  
Java, and other Dutch Indies, Australia,  
America, Africa, etc.

Interest allowed on Current Accounts and  
Fixed Deposits at rates which will be quoted  
on application.

NAOKIHI TANAGITA,  
Manager.

Hongkong, April 1st, 1919. [523]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.

Deposits may be obtained on application.

INTEREST on deposits is allowed on the  
Minimum Monthly Balance at 3 1/2 per cent.  
per annum.

Depositors may transfer at their option  
balances of \$100 or more to the Hongkong  
and Shanghai Bank to be placed on FIXED  
DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
N. J. STARR,  
Chief Manager.

Hongkong, November 2nd 1919 [10]

## WISEMAN, LTD.

TEA DANCE

TO-DAY

Thursday, June 5th.

[108]

## The "Three Castles" Virginia Cigarettes

It's the same sweet  
"Three Castles"  
Virginia Cigarette you  
have always smoked,  
made in a larger size.

Ask for the  
Magnum size

"The larger  
Cigarette with  
a Pedigree"

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

## BANQUE INDUSTRIELLE DE

CHINE

(FRENCH BANK)

SUBSCRIBED CAPITAL F. 75,000,000

PAID UP F. 37,500,000

(1/2 of the Capital, i.e., F. 37,500,000

subscribed by the Government

of the Chinese Republic.)

Chairman of the Board: André Berthelot

General Manager: A. J. Pernette

## HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

## BRANCHES:

Peking

Shanghai

Hankow

Harbin

Yokohama

Manchuria

Amoy

Swatow

Canton

Hongkong

Shanghai

Amoy

Swatow

Canton

Hongkong

Shanghai

Amoy

Swatow

Canton

Hongkong

Shanghai

Amoy

Swatow

Canton

Hongkong

Shanghai

Amoy

Swatow

Canton

Hongkong

Shanghai

Amoy

Swatow

Canton

Hongkong

## THE BANK OF CHINA

(FRENCH BANK)

SUBSCRIBED CAPITAL F. 75,000,000

PAID UP F. 37,500,000

(1/2 of the Capital, i.e., F. 37,500,000

subscribed by the Government

of the Chinese Republic.)

Chairman of the Board: André Berthelot

General Manager: A. J. Pernette

## HEAD OFFICE:

74, Rue Saint-Lazare, PARIS.

## BRANCHES AND SUB-BRANCHES:

(PEKING): Haining, Tungchow, (North):

Miyun, Chohsien, Foshien, Nankin,

Huanku, (CHINA): Tientsin, Pootung,

Lutai, Tientsin, Sangliang, Shuntung,

Tangshan, Taming, Chohsien, Wain-

shien, (MANCHURIA): Changchun,

Qiqihar, Kirin, Taitshih, Newchang,

Maoyanchow, Hsiao, Hsinmingfu,

Taonanfu, Harbin, Dalny, Antung,

Tieling, Chinghsien, Sifeng, Hulan,

Suihsu, Hallunfu, Ninguta, Kuang-

ling, Liaoang, Fuyi, Yenchi, Kaiping-

shien (HUPEN): Hankow, Shai, Ichang,

(HUPEN): Changsha, (Kiangsu): Shang-

hai, Nanking, Soochow, Yangchow,

Chingling, Wushih, Hsuehchow, Tung-

chow, (SOUTH): Tientsin, (SHANTUNG):

Tientsin, Tientsin, Chetoo, Tientsin,

Lintsinshien, (SHANGHAI): Tientsin,

Yungheng, Sinkiangshien, Tientsin,

(HONAN): Kaifeng, Chowkiakow, Hsueh-

shien, (Kwangtung): Hongkong, Canton,

Swatow, Kiangchow, (FUKIEN): Fochow,

Amoy, Hankow, Chingchow, Chang-

chow, Samsao, (CHIAANG): Hanchow,

Shanghai, Hanchow, Kading, Wen-

chow, Ningpo, Lanchi, Yuyao, Haimen

(KANGSU): Nanchang, Kichang, Kan-

chow, Chintchen, Chian, (ANWEI):

Wuhu, Ankiang, Fungow, Luchow,

Tatung, Tungki, Luau, (SZCHUEN):

(Kwangchow): Kwei-yangtu, (SHANGHAI):

Sianfu, Hanchow, (SICHUAN):

Kweichow, (Kwangchow): Hanchow,

Kweichow, (Kwangchow): Hanchow,

Kweichow, (Kwangchow): Hanchow,

## HONGKONG AND SHANGHAI

BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds:

Sterling ... \$1,000,000, at 2/—=\$15,000,000

Silver ... \$21,000,000

Reserve Liability of Proprietors \$15,000,000

## Court of Directors:

J. A. FRUMMER, Esq.—Chairman.

Hon. Mr. E. V. D. PARK—Deputy Chairman.

A. H. CAMPION, Esq. P. E. H. H. H. H. H.

Hon. Mr. E. DODD. Hon. Mr. J. Johnston.

C. S. Gabbay, Esq. W. L. Patterson, Esq.

## Chief Manager:

Hongkong—N. J. STARR, Esq.

## Manager:

Shanghai—A. G. STEPHEN, Esq.

## LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER

& PARB'S BANK LIMITED.

## HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per

cent per annum on the Daily Balance.

## ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent per annum.

" 6 " 2 1/2 " " " " " " " " " "

" 12 " 4 " " " " " " " " " " " "

" 18 " 4 " " " " " " " " " " " "

" 24 " 4 " " " " " " " " " " " "

" 36 " 4 " " " " " " " " " " " "

" 48 " 4 " " " " " " " " " " " "